



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>



*The Illustrated guide
to Cardiff and the neighbourhood*

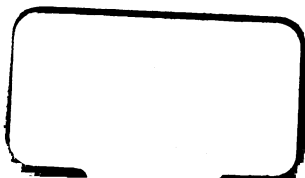
7569.17

**HARVARD COLLEGE
LIBRARY**



**FROM THE FUND OF
CHARLES MINOT**

CLASS OF 1828



THE ILLUSTRATED

Guide to Cardiff

And Its Neighbourhood.



1897.

WESTERN MAIL LIMITED, CARDIFF AND LONDON.

HEATH'S

HARVARD COLLEGE LIBRARY
MINOT FUND
July 27, 1931**Pianofortes, Organs, Harps, &c.****R. J. HEATH & SONS'
THREE YEARS' SYSTEM**

Is applied to the Hire and Purchase of Instruments by all Makers.

From Every Instrument Guaranteed for a Number of Years and kept
5s. in Tune one year Free of Charge.
Monthly. 5/- in the £ Discount for Cash.
 Specifications and Estimates furnished for all descriptions of
 Church Organs, Repairs and Tuning.
 Special Discount to School Teachers and Managers.
 The Largest Stock in Wales to select from.
 Illustrated Catalogues and Photographs Post Free.

51, QUEEN ST., CARDIFF; 70, TAFF ST., PONTYPRIDD;
 And 31, WINDSOR ROAD, PENARTH.
 Manufactory—Pianoforte Works, Cambridge Road, London.

WESTERN MAIL, LTD.,

(STATIONERY DEPARTMENT).

*Newest Designs in Wedding Stationery.**Ladies' and Gents' Visiting Cards.***LOCAL VIEWS.**

*Photograph of the Jubilee Ceremony at St. Paul's,
 London.*

CONTENTS.

Aberdare Hall	89	Educational Establishments	88
Art Gallery	69	Electric Lighting Station'...	76
Athletic Clubs	106	Ely and Canton Parks ...	105
Baptist College	90	Environs of Cardiff ...	111
Barracks	75	Ewenny Priory	138
Baths	75	Free Libraries	66
Barry	123	General View	1
Benevolent Institutions ...	93	Girls' Intermediate School	90
Blind Institute	97	Glamorganshire Infirmary	93
Board of Trade Offices ...	73	Halls and Theatres ...	99
Board Schools	91	Havannah Industrial School	98
Bridgend	140	Higher Grade School ...	92
Bridges	76	Historical Sketch	11
Cadoxton	136	Holms, The	150
Cabs and Omnibuses	109	Howell's School	90
Cardiff Arms Park	105	Ilfracombe	152
Cardiff Castle	55	Lavernock	136
Caerphilly	125	Leckwith	139
Castell Coch	132	Llandaff	111
Caerleon	137	Llandough	139
Cefn Mably	139	Llanishen	139
Cemeteries	105	Llantrisant	140
Channel Trips	142	Llantwit Major	141
Chepstow	143	Lundy Island	152
Churches	78	Lynmouth	152
Clovelly	152	Margam	135
Clevedon	149	Market Hall	43
Clifton	148	Mayors	39
Clarence Bridge	77	Monmouth	137
Clubs	106	Mumbles	150
Coity Castle	141	Museum	69
Commercial Progress ...	51	National Schools	92
County Offices	71	Nazareth House	97
Cowbridge	135	Neath... ..	133
Crumlin	137	Newport	130
Custom House	73	Nonconformists Chapels ...	86
Deaf and Dumb School ...	98		
Dinas Powis	136		
Dunraven	142		

Telephone No. 709.

WILLIAM BUNNING,

**Wholesale Ale and Stout Merchant, Wine
and Spirit Merchant, &c.**

Bottler of BASS'S ALE & GUINNESS'S STOUT.

Special Family and Dinner Ales

In Cask and Bottle.

BREWER OF STONE GINGER BEER AND HOP ALE.

114, Miskin Street, CARDIFF.

Published Annually.

Price 2/6, by Post 2d. extra.

Trade Statistics, .

SOUTH WALES AND MONMOUTHSHIRE.

A HISTORY OF THE

Growth and Developement of the Industries,

Outputs of the Collieries,

Trades of the Various Docks, and

**Financial Position of Docks, Railways and Chief Commercial
Industries in the District.**

London :—WESTERN MAIL, Ltd., 82, Fleet Street.

Cardiff :—Western Mail Buildings.

CONTENTS—continued.

Omnibuses and Cabs ...	109	St. John's Church ...	78
Parks and Open Spaces ...	101	St. Mary's ...	81
Parliamentary Represent-		St. Fagans ...	135
tatives ...	37	Sanatorium ...	73
Penarth ...	118	Seamen's Hospital ...	98
Places of Worship ...	78	Sophia Gardens ...	104
Pontypridd ...	131	Sully ...	136
Porthcawl Rest ...	99	Synagogue ...	85
Porthcawl ...	141	Taff's Well ...	133
Port and Docks ...	41	Technical School ...	90
Post Office ..	71	Theatres and Halls...	99
Prison ...	75	Thompson's Park ...	105
Public Buildings ...	64	Tintern Abbey ...	145
Raglan Castle ...	138	Town Hall ..	64
Rail and Sea Communication	108	Tramcars ...	109
Rhondda Valleys ...	142	Union Workhouse ...	95
Roath Park ...	101	University College ...	88
Roman Catholic Churches...	92	Vale of Neath ...	133
Rumney ...	136	Weston ...	149
Sailor's Home ...	98	Wyndeliff ...	143
St. Donat's ...	142		

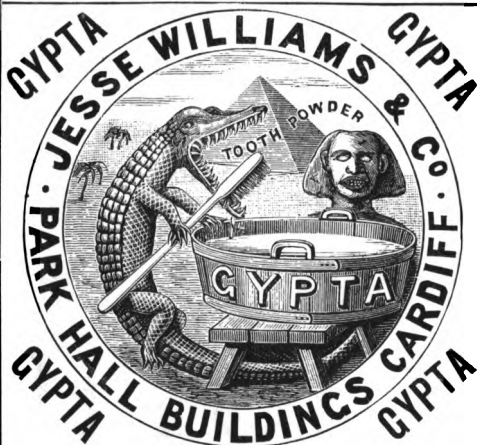
JESSE WILLIAMS' PHOTOGRAPHIC DEPOT, PARK HALL BUILDINGS, CARDIFF.

Use of Dark Room Free to Customers.

Photographers, both Professional & Amateur, can obtain all they require.

JESSE WILLIAMS & Co.,
TOILET REQUISITES OF ALL KINDS.

CHLORAL CURE
IS THE ONLY CERTAIN CURE FOR TOOTHACHE.
Post Free for 1/- from
JESSE WILLIAMS & Co., Chemists.
Park Hall Buildings, CARDIFF.

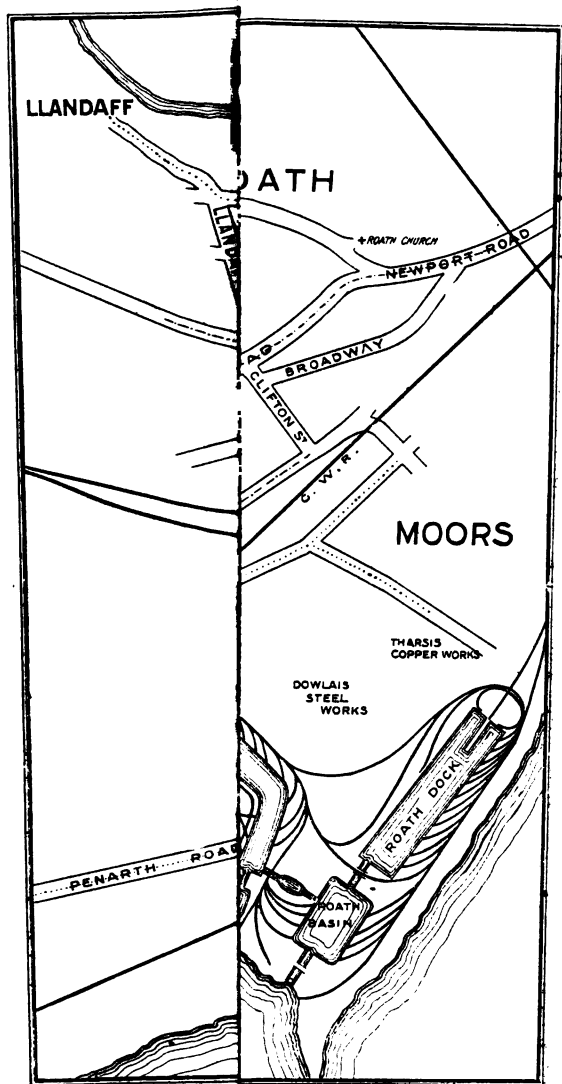


The New Registered Antiseptic Tooth Powder.
In Boxes, 10d. each or Post Free 1-.

WARMS THE CHEST
AND
CUTS THE
PHLEGM.
DR. BROWN'S COUGH BOTTLE
CURES
COUGHS,
COLDS AND
CHEST COMPLAINTS.
JESSE WILLIAMS & Co., CHEMISTS,
PARK HALL BUILDINGS, CARDIFF.

In Bottles at 1/-, 2/9 and 4/6. Digitized by Google

The COMPOUNDING OF PHYSICIANS' PRESCRIPTIONS is our Specialty.
By careful attention to this—the backbone of our business—we have got together
as The Largest Dispensing Connection in Wales: as



Sons,
S OF
othing.



in Thousand)
showrooms.

Established the Year the Queen commenced
to Reign (60 YEARS).

*Travellers kept to wait upon
Customers at a distance, on receipt
of Letter or Telegram.*

*Splendid Showrooms fitted up for
the Juvenile Branch.*

*Manufacturers of
"RELIABLE" Clothing.*

& SONS,
VERS & GENERAL OUTFITTERS,
ARY STREET,
CARDIFF.

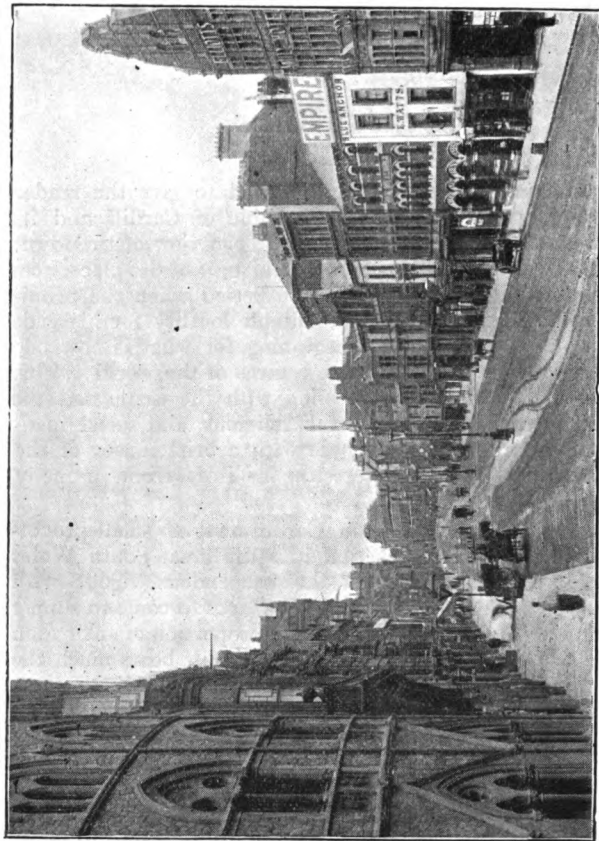
ESSE WILLIAMS' PHOTOGRAPHIC DEPOT,

GUIDE TO CARDIFF.

General View.

In this handbook it is our intention to give the reader as comprehensive an idea as possible of Cardiff and its environs. We shall first take a bird's eye view of the town, and afterwards rapidly review the history of the place from the earliest ages, from that remote period when the primitive Briton fixed upon it as a suitable locality for his rude "caer" or fortress—humble beginning for what is now one of the most important maritime centres of the world! This done, we shall deal in succession with the castle and the principal municipal, commercial, religious, and social institutions of Cardiff, and conclude with a brief survey of the neighbourhood, deeply interesting as it is from so many standpoints.

To its geographical position, Cardiff owes no small proportion of its prosperity. Behind it is the great South Wales coalfield, which, in spite of the tremendous vigour with which it is worked, must continue for ages to come to supply Britain and the world with no small proportion of their fuel. The reader will not fail to note that Cardiff bears much the same geographical relation to Wales, of which it is de facto the metropolis, that London does to the United Kingdom. Its distance from London (by rail) is 170 miles (covered by express in $3\frac{1}{2}$ hours), from Birmingham 119 miles, from Liverpool 140, from Newcastle 310, from Glasgow 380, and from the sister towns of Newport and Swansea $11\frac{1}{2}$ and 45 miles respectively. From Bristol the distance by rail is 40, and by water 28 miles; Waterford 152, Dublin 242 miles. The latitude of Cardiff (University College) is $51^{\circ} 28' 53''$ north, and longitude $3^{\circ} 10' 6''$ west. Its time is 12 min. 40.4 sec. behind Greenwich.



ST. MARY STREET, CARDIFF.

Cardiff lies at the mouths of three rivers—the Rumney, Taf and Ely; and from its natural position and other advantages has secured a coal export trade unequalled by any other port in the world. The town in general is built on low lying land, which stretches eastwards with little to break the monotony along the course of the Severn as far as Chepstow. Westward, however, the flat is bounded by a ridge which terminates in the bold promontory of Penarth Head. The Vale of Glamorgan lies to the west, and is, for the most part, a gently undulating plain from the sea to the margin of the coal basin. It would be difficult (says Mr. T. H. Thomas, in the “British Association Handbook,” 1891) to find in any part of the British Isles a district containing so considerable a series of geological formations, well developed and clearly exhibited, as may be studied within a radius of 25 miles of Cardiff. Such radius includes sections of no less than five geological systems—Silurian, Old Red Sandstone, Carboniferous, Triassic, and Jurassic, all which present a clear sequence, and may be easily studied, thanks to the network of railways and to the frequent passenger steamers that ply in the Channel. For a popular account of local geology the reader is referred to Mr. Thomas’s article as above, and to Mr. F. T. Howard’s, in the “Cardiff Illustrated Handbook” of 1896, both works issued from the offices of the Western Mail Limited. They also contain full notices of the local flora and fauna.

Cardiff is a Parliamentary, municipal, and county borough, the capital of Glamorganshire; it is in the hundred of Kibbor, in the petty and quarter sessional divisions of Cardiff, the union and county court district of the same, and the diocese and archdeaconry of Llandaff. The advance made by the town and port during the century is little short of marvellous. At the commencement of that period the population was only a thousand or thereabouts, but the end of the century will see it stand at some 200,000 souls. Nor has Cardiff grown at the expense of either health or beauty. “Thanks to the enlightened policy of its citizens, stimulated and encouraged by the example of one who is a nobleman in more than name, Cardiff is one of the handsomest and most salubrious of the commercial centres of the kingdom. Strangers marvel at the docks and shipping; but, as they mostly entertain odd misconceptions of the town, they are

agreeably surprised and delighted at its broad, busy streets. its fine buildings, its noble castle, its pleasant parks and public gardens, its glorious sweep of river, and the general air of 'rus in urbe' that pervades this most cosmopolitan of towns. Cosmopolitan, indeed, for—especially in the neighbourhood of the docks—all maritime nations may be seen, and many a language heard, from the vivacious chatter of our Gallic neighbours to the more recondite dialects of the Far East, and, added to and better than them all, our wholesome English speech, and (notably on 'Mabon's Day') the expressive tongue that enthusiasts declare was first uttered in the groves of Paradise.



CARDIFF CASTLE—WEST VIEW.

"A busy centre this—a focus of civic, educational, and social progress; the centre, too, of a district which for interest has no superior in all Wales. To northward, over the trees, rise the stately spires of Llandaff, and when you walk within that loveliest of churchyards you tread reverently, for you remember that here is the oldest Christian site in Britain. You visit Caerphilly, and gaze with awe at that tremendous castle, silent, but eloquent in its decay. Wherever you bend your steps it is the same. Castles, mansions, churches, cromlechs, sculptured stones of ancient date, abound, to charm alike the artist and the antiquary. Nor is this all, for the district is one of rare geological richness, and it is safe to say that no student of Nature, in whatever department, can explore it without being abundantly rewarded."

Cardiff covers an area of 8,408 acres, and during the present century its population has increased 170 fold, as will be seen from the subjoined table :—

Year.	Area.	Inhab. houses.	Population.	Rateable value.
	Acres.			£
1801	2,791	— —	1,018	— —
1811	2,791	— —	2,457	— —
1821	2,791	— —	3,521	— —
1831	2,791	— —	6,187	— —
1841	2,791	— —	10,077	— —
1851	2,791	— —	18,351	— —
1861	2,791	— —	32,954	86,052
1871	2,791	— —	56,911	206,656
*1881	8,409	12,185	82,761	378,742
1891	8,409	20,476	128,915	780,363
1896	8,408	25,829	162,690	981,602
1897	8,408	— —	†170,063	1,017,000

* Roath and Canton included in the borough, 1875.

† Registrar-General's estimate.

Cardiff is in the very centre, not only of the most populous part of Wales, but also of the part which shows the most rapid increase in its population. From the census returns of 1891 it is apparent that within a radius of 25 miles of Cardiff there is a population of 745,463, or three-sevenths of the whole population of Wales, and that within a radius of 40 miles of Cardiff are collected four-sevenths of that population, or in round numbers a million inhabitants.

Coming now to the town itself, we may describe its plan as resembling, very roughly, a Greek or St. George's cross with four equal arms. Standing at the centre, say near St. John's Church or the Castle, the districts called the Docks and Grangetown lie to the south; Cathays, Plasnewydd, and Roath Park, to the north; the main part of Roath, Splottlands, and the Moors to the east; and Canton, with Riverside, to the west. For the most part the leading thoroughfares look toward the four points of the compass. For example, in the middle of the town, St. Mary-street, with Working-street and the Hayes on one side, and Westgate-street on the other, run north and south. In the Docks quarter this is true of the important thoroughfare called Bute-street; in Canton (with modifications) of Cathedral, King's, Severn, Llandaff, and Clive Roads; in Roath, of West-grove and Richmond-road, and of Castle-road, Glossop-road, and Clifton-street. Those which strike east and west are Cowbridge-road (over Cardiff Bridge) and Tudor-road (over Woodstreet Bridge) on the Canton side of the town; and Queen-street, leading on to Newport-road, and Adam and Constellation Streets on the side of Roath.

In proportion to the size of the town, Cardiff rejoices in a large number of district names, some of which are of ancient origin, and—as witty old Thomas Fuller said of the Pyramids—“doting with age, they have forgotten their founders,” and, we might add, their origin and meaning. Who, excepting a very young man, dare venture to dogmatise about the root and meaning of such puzzles to the etymologist as Cathays, Roath, Splott, Canton, the Hayes, all which and many more that could be mentioned have been at one time or another the subject of sharp and even virulent controversy?

The visitor who desires to see Cardiff rapidly may do so from the top of tramcar or 'bus, and, adopting this method, we will take Route No. 1, boarding the Roath car at St. John's-square. Leaving the square, we pass along the busy thoroughfare of Queen-street, which was formerly known as Crockherbtown, having to our left the Empire Music Hall, the Park-hall and Park-place, and Dumfries-place, leading to the Drill-hall, and to the right the Taff Vale Railway Station. The car now runs under the Taff and Rhymney Railway bridges, after which we pass on the left

the Rhymney Station, the University College, and Roath Wesleyan Chapel, and on the right Howard Gardens, where are the School Board Offices and the Higher Grade Schools, and St. James's Church ; further on, upon the same side, the Infirmary, and on the left Roath Court, and the Harlequins' Grounds near the termination of the route. Newport-road, through which the car passes after leaving the railway bridges, is one of the finest quarters of the town, abounding in handsome churches and private residences.

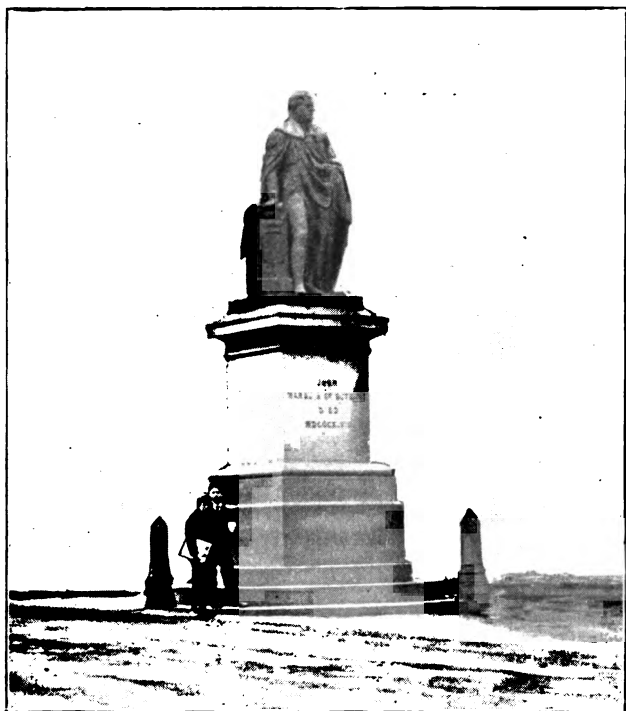


The Cathays tram follows the same route as the Roath tram through Queen-street to Windsor-place, then passes the Presbyterian and St. Andrew's Churches on the right, and so under the Taff Railway bridge to Crwys-road, this being the nearest tramcar approach to the Cemetery, Barracks, and Roath Park.

The Docks tram may again be taken at St. John's-square, passing St. John's Church and the Free Library on the right, and running through the Hayes, where there is the Batchelor statue and an open market, and further on, on the right, the Royal Arcade and the old Welsh Baptist meeting place, Tabernacle. The line now makes a sharp descent, and passes under the Great Western Railway Bridge, so low that passengers are earnestly warned by word of mouth and printed notices to keep their seats, and then a steep rise to the bridge over the junction water between the canal and the West Dock. The remainder of the run is through the lengthy Bute-road, redolent of sailors and the foreign element in general, and where there is a bewildering variety of mercantile and consular offices, seamen's boarding houses and shops. On the left will be noted the lofty flour mills of Messrs. Spillers and Bakers, on the right St. Mary's Church and the police-station; further down, on the left, the Docks Post-office and Board of Trade offices; on the right James-street, which leads to the Clarence Bridge and Grangetown. The Merchants' Exchange is now passed, and the line terminates at the pier-head, whence the steam packet *Marchioness* starts daily for Bristol, and in the season numerous steamboats ply to Weston, Clevedon, Ilfracombe, and other points of interest along the Bristol Channel.

Route No. 4 may be pursued by leaving the Docks and riding up Bute-street, turning off to the left at the Hayes Bridge. The car now sweeps round into the principal Cardiff thoroughfare, the busy St. Mary-street, where the eye will instinctively rest on the imposing frontage of the Western Mail Buildings and the Conservative Club. On the left, as the car turns, is the Bute Monument and streets leading to Grangetown and the Great Western Station respectively. As the car passes up St. Mary-street, on the left will be seen the Panopticon and the Theatre Royal, and, after passing Wood-street, the Royal Hotel. Wood-street gives a glimpse of the large general establishments of the Tudor Printing

Works and Walkey, Thomas and Co., at the corner of Tudor-road. Close by, but hidden from view, is the splendid new Post Office, in Westgate-street. Further up St. Mary-street are the Royal and Central Arcades on the right, and on the left the Queen's Hotel, with Messrs.



BUTE MONUMENT.

Howell's great drapery premises opposite. On the left we now have the Town-hall and the old Post Office, and a little further, on the right, a peep of the beautiful tower of St. John's. Passing now through High-street, and leaving the Castle and High-street Arcades on the left and right respectively, we sweep round to the left,

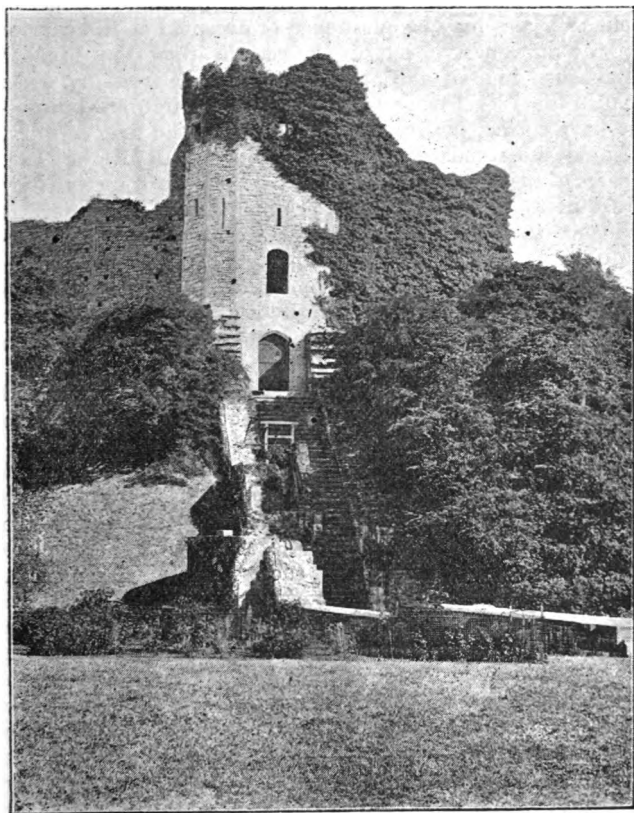
having on the one side the Angel Hotel and on the other the Castle. Further on upon the left is the Cardiff Arms Park, and on the right the Castle grounds. The rails now cross Cardiff Bridge, from which a charming view may be obtained up the river Taff, which the visitor should by no means miss. We are now in the Riverside and Canton sections of the town, with the Sophia Gardens to the right, after which we pass the entrance to Cathedral-road, with its fine array of villa residences extending a good part of the way towards Llandaff. Following Cowbridge-road, the tram passes the Workhouse and County Police-station, and after a longish run lands its passengers within very easy walking distance of the pretty Victoria Park, and of Ely and its paper mills.

Other tram rides with their own points of interest are to Grangetown, on the one hand, and Adamsdown and Splotlands on the other, the latter near the Roath Dock and Dowlais Iron Works and the other industries that cluster on the once solitary East Moors. The above description merely indicates the principal routes which the pedestrian may vary or add to as much as he pleases, Cardiff having nearly 100 miles of road from which he may make his choice.

Taking the town as a whole, and bearing in mind its flatness, which detracts so much from picturesque effect, its general aspect is most pleasing, the broad, busy streets, fine public buildings, extensive business premises, tasteful parks, and open spaces, and handsome private residences, combining to produce a picture at once vivid and agreeable. The swing of life in Cardiff has something magnetic about it, and the more one sees of the town and of its vast docks and shipping the more one is convinced of the fact that here is a centre great in the present and gigantic in its coming probabilities.

Historical Sketch.

Although Cardiff is generally called a modern town, its history dates back to epochs that are pre-historic. As a metropolis and leading port a few decades suffice to chronicle



THE KEEP—CARDIFF CASTLE.

its progress; but Cardiff in a less pretentious form has been well described as a "time-notched British oak whose tap-root strikes deep into the under soil of a remote past, having a firm grasp on the age of 'brawny-armed Caractacus,' of the Roman, of the Saxon and the Dane, of the Norman and the Plantagenet, of Llewelyn and of Owen Glyndwr, of the Tudors, the Stuarts, and the Georges—all of which Cardiff bears along, proudly conscious of the continuity of its heritage." Whether the all-conquering Roman in his westward march found a British centre on the site of the future metropolis of Wales may be questioned or accepted at the caprice of the antiquary; but it is certain that the invader established himself at Cardiff, and it is believed by some that in the Welsh name *Caer Dydd*—the camp of Didius—we have a trace of Aulus Didius, who, in the first century, planted the standard of Rome at the mouth of the Taff. Traces of the civilisation that flowed from the Imperial City are still to be found in the neighbourhood, and there is evidence that Roman Cardiff was a centre of some importance in its day, perhaps not altogether without the accompanying "culture." There is some probability that in *Tibia Amnis* and *Tibia* or *Rhatostathybias* the Roman names for Cardiff and the river on which it stands have been handed down to our own times; and it may be that the pedestrian through Queen-street, Duke-street, and thence westward is treading that famous thoroughfare, the *Via Julia Maritima*.

On the withdrawal of the Roman legions, Cardiff reverted to the rule of the native chieftains, and became part of the great kingdom of *Morganwg*; and for 600 years—from the end of the fifth to the end of the eleventh century—the place remained beneath the sway of a succession of Welsh princes, fiercely contesting the incursions of the Saxons and the Danes, as their fathers had resisted the invasion of the Romans. Many a place-name on the coast bears witness to the presence of the fierce sea-rovers who swooped down with fire and sword, then sailed away with their booty to come again on a similar unwelcome errand. What with the Saxons and the Danes, and internecine bickerings, it is small wonder that Cardiff first appears on the page of history as a fortified place. Another invader was now upon the threshold, one destined to leave a very different impression

on the district from the mere place-names of the Saxons and Danes. Hastings had been fought, and the Norman was more or less securely seated in England, when Iestyn ap Gwrgan, the last of the lords of Morgannwg, took the step which sealed the fate of British sovereignty at Cardiff.

In 1090 (temp. William II.), **"Iestyn ap Gwrgan was engaged in a war with Rhys ap Tewdwr, lord of South Wales, and in an evil hour promised his daughter Nest in marriage to Einion, called the Traitor, if he would procure him Norman assistance. Einion accordingly was the means of bringing into Wales Sir Robert Fitzhamon and the twelve Norman Knights, from some of whom families in this county still trace their descent. The armies met at Hirwain. Rhys was defeated, and beheaded at a place thence called Pen Rhys to this day. The Normans were paid for their services, and embarked at Penarth to return home. There, however, they lay waiting for a fair wind, when the Traitor, who found his Prince unwilling to give him his daughter, persuaded them to return and seize the Lordship for themselves. The fatal engagement took place at the Heath. Iestyn fled to Somersetshire, Nest was given over to Einion, and Fitzhamon seated himself at Cardiff as Lord of Glamorgan, in which capacity he issued several charters, still extant. The adventurers divided the county among them, but all had lodgings within the Castle of Cardiff.*

"The Lordship passed, by the marriage of Fitzhamon's only daughter, into the hands of the Earls of Gloucester, and in a few years afterwards Cardiff became the scene of that historical imprisonment which brings its name into every History of England. In the year 1108, Henry I. having taken prisoner his eldest brother Robert, Duke of Normandy, imprisoned him in Cardiff Castle, where he was confined for 26 years, until his death in 1134. As he is said to have been at Devizes in 1128, when his son was killed, it is possible that he was occasionally allowed to change his abode. The authentic records concerning his imprisonment are very few and scanty, and it may be hoped that the gross

* The paragraphs that follow in quotation marks are taken from a paper read before the Royal Archaeological Institute by the Marquess of Bute, which gives an excellent account of a dim and difficult period in the history of Cardiff.

cruelties, such as putting out his eyes, with which it is said to have been accompanied, are without actual foundation. Such stories, however, were rife at the time, and in the year 1119, when Pope Callixtus II. met Henry I. at Givors, he remonstrated with the King upon his treatment of his brother. Henry replied that 'as for his brother, he had not caused him to be bound in fetters like a captive enemy, but, treating him like a noble pilgrim worn out with long sufferings, had placed him in a Royal Castle, and supplied his table and wardrobe with all kinds of luxuries and delicacies in great abundance.' In 1134 Robert died at Cardiff, and is stated to have been carried to Gloucester, and buried with great honours in the pavement of the Church before the Altar.



THE HERBERT MANSION.

"In the year 1158, the Welsh, under Ivor Bach, founder of Castell Coch and Morlais, are said to have resisted the oppression of the Normans by an armed and successful attack upon Cardiff. 'The Welsh Leader,' says Giraldus,

'after the manner of his people, had a property in the woods and mountains, of which the Earl of Gloucester strove to gain possession. The Castle of Cardiff is mightily defended with walls which ring by night with watchmen's cries. It is garrisoned by 120 soldiers and a strong force of archers, and the paid retainers of the Lord fill the town. Nevertheless, the said Ivor placed ladders by stealth against the walls, gained possession, and carried off the Earl, the Countess, and their only son to his own woodland fastnesses, where he held them prisoners till he, not only recovered that of which he had unjustly been deprived, but wrung from them concessions besides.'

"In Cardiff came the first of those warnings which are said to have preceded the misfortunes of the later days of Henry II. Upon Low Sunday, in 1171, after Church the King was going out riding. An old man, yellow haired, with a round tonsure, thin, gaunt, clothed in white, barefooted, addressed him in English, and bade him stay while he forbade him in the name of Christ, of the Holy Virgin, of St. John the Baptist and St. Peter, to tolerate throughout his realm buying and selling, or any work beside necessary cooking, on the Lord's day, 'which command if he should obey, his undertakings should be prosperous.' The King, in French, desired the groom who was holding his horse to 'ask the clod-hopper where he dreamt all that' ("inquire a rustico si ista somniaverit"). The question being put in English, the Seer answered in the same language that, whether he dreamt it or not, if the King rebelled against his message he should hear that, within the year, of which he should suffer to the day of his death, and within the year, says the writer, he heard that his sons had leagued against him.

"Under Edward I the Lordship of Glamorgan was assumed by the King on the pretence of a dispute about the boundary of the County at Morlais (which has only been settled in this nineteenth century), and he re-granted it with greatly weakened powers. With the death of Gilbert de Clare, Earl of Gloucester, killed by the Scotch at Bannockburn, the Lordship of Glamorgan passed, through his eldest sister, to the De Spencers, to whose taste and munificence we owe the once splendid castle of Caerphilly—at that time a far more important town than this.

"In the year 1404, the town and castle of Cardiff were almost entirely destroyed by Owen Glyndwr. We are told that he besieged the town and castle, and they that were within sent for help to the King, but he came not, nor sent them any succour. Owen then took the town of Cardiff, and burnt the whole of it except the street where the Grey Friars' Convent was, which street and convent he spared, because of his love for those brethren. Then he took the Castle, and destroyed it, and took away the great wealth which was therein, and the Grey Friars petitioned to have restored to them their books and chalices, which were in the Castle for safety, and he answered them: 'Wherefore have you stored your goods in the Castle? If ye had kept them in your house they had been safe.' Isabel, heiress of the De Spensers, married secondly Richard Beauchamp, Earl of Warwick, in the reign of Henry VI. In this family the Lordship remained till it went, by the Lady Anne of Warwick, wife of Richard Duke of Gloucester, to the Crown, when the Duke became Richard III. The Lordship passed with the Crown to Henry VII., who made a grant of it to Jasper, Duke of Bedford, but upon his decease it again reverted to the Crown, and descended to Henry VIII. Edward VI. inherited it, and sold it to Sir William Herbert, afterwards Earl of Pembroke," from whom it passed to the Earls of Windsor, and from them, by marriage, to the house of Bute.

We shall elsewhere describe the Cardiff of those days, as well as can be done by aid of the rough plans and descriptions of the period. Proceed we now with our history, which must still be of a more or less fragmentary character, for Cardiff was small and in many ways a mere appendage to its castle. A lifting of the mist in the days of Queen Mary shows us a martyrdom in progress. High-street was the scene of the grim event. It was in 1555 that Rawlins White, an aged fisherman, having embraced Protestantism, gave great offence to the local authorities. He was seized, tried, and condemned to the stake, languishing meanwhile in the "very dark, loathsome, and most vile prison" beneath the Cock's Tower. Foxe tells the story at some length, and, if his version be correct, Rawlins White went to his fiery doom with a serenity of faith that places him high in the role of the martyrs of the time.



The mist closes again to lift under Elizabeth, when Cardiff appeared in a most unenviable light, as a nest of rioters and cut-throats. At this time the Bristol Channel was a favourite resort of smugglers, who gave much trouble to the Government. Women as well as men were actively engaged in defeating the Revenue. In January, 1577, we find John Davids, J.P., excusing himself for not arresting Callice, the pirate, "as Cardiff is the general resort of pirates, where they are sheltered and protected." "In April, however, in the same year, Fabian Phillips and Thomas Lewys detailed to the Council their proceedings in the examination of upwards of sixty of the pirates and their maintainers at Cardiff, and complained of the difficulties of their services, the townspeople being unwilling to give any information. A certain number of witnesses were, however, procured, and in the following year the Council obtained a confession from the men of Cardiff of their dealings in piracy, and a note is preserved of the charges to be brought against the prisoners. Some miscarriage of justice must have taken place, if the same prisoners are meant when the Lords of the Admiralty were asked, in 1629, for a Commission to try the twenty-three poor prisoners who then remained in Cardiff gaol for piracy. Iniquity at this dark period invaded even the judicial bench. In 1587, William Matthew, Justice of the Peace, being accused of the murder of Roger Phillips at Cardiff, sent in a medical certificate to say that his health was too delicate to allow him to appear, but the Council of the Marches complained that he had immediately gone to London." Such being the disorderly state of the place, it is not surprising to learn that "in 1602 a brisk trade in cannon for the use of the Spaniards was being carried on. The guns were cast by one Edmund Matthews, at his furnace near Cardiff."

The propinquity of Llandaff is sufficient proof that Christianity must at a very early date have obtained a strong foothold at Cardiff. The present Church of St. John (described elsewhere) was erected early in the fifteenth century, and the Church of St. Mary, destroyed by flood in 1607, was of still earlier date, and by all account a most imposing edifice. "On the north-west side of the town, between the castle and the river, Richard de Clare, Earl of Gloucester, in 1256 founded a monastery of Benedictine or Black Monks, the ruins of which stood some fifty or sixty

years ago, but eventually were swept away by the forward movement which has culminated in the creation of the new and greater Cardiff of to-day. Another of the De Clares founded a house of Franciscan or Grey Friars on a site near the East Gate of the town. Here was buried Sir William Fleming, of Wenvoe, who was 'executed on a gibbet' for having judicially murdered Llewelyn Bren of Caerphilly. Both the murderer and his victim were laid in the little churchyard at the Grey Friars. At the suppression of the religious houses, this convent became the possession of the Herbert family. Sir William Herbert re-built it, and made it his chief place of residence, and it was so used by his descendants for a long period. In the Parliamentary roll for 1585 we find the name of 'Nicholas Herbert, Friars.' In Llandaff Cathedral a monument is erected to the memory of 'Florence, the wife of William Herbert, of the White Fryers, in Cardiff, Esquire.'"

The mention of the churches and religious houses, which, with the castle, bulked so large in olden Cardiff, leads us to inquire what the metropolis of Wales was like at the time of which we have been speaking. We get our first real glimpse of the town in 1540, thanks to old Leland, who in his precious "Itinerary" thus speaks of what he quaintly calls Cairtaphe* :—

The Town self of Cairtaphe as the principale of al Glamorganshire is well waulid, and is by Estimation a Mile in Cumpace. In the waulle be 5 Gates. First Portllongey, in Englisch the Ship Gate, flat South. Then Porte Doure, in Englisch the Water Gate, by Southe Weste. The Port Miskin by North West, so caullid bycause it leuth the way into the Lordship of Miskin. Then Porte Singhenith flat North, so caullid bycause that menne passe by it into Singhenith. Then Porte Crokerton flat Est, so caullid of the Suburbe that joynith hard to it.

The Castelle is in the North West side of the Town Waulle, and is a great Thing and a strong, but now in sum Ruine.

Ther be 2 Gates to entre the Castelle, wherof the biggest is caullid Sherehau Gate, the other is caullid the Escheker Gate.

There is by Shirhau Gate a great large Tour caullid White Tour; wherin is now the Kinges Armary.

The Dungeon Tour is large and fair.

* There were many various spellings of Cardiff in early times,—thus Kardi, Cardivia, Cardyfe, Cardif, Cardiffe, Caer Dyf, Caer-diffe, Kirdive, Kaerdif, Kaer Dyf, Kaer Dyff, Kerdiff, Kerdyff, and Leland's Cairtaphe. The exact etymology of the word is still a puzzle.

The Castelle toward the Town by Est and South is plaine, but it is dikid by Northe, and by West it is defended by Taphe River.

There be certein Places in the Castelle limited to every one of the 13 Peres or Knights that cam with Haymo Erle of Glocester in King William Conquerors Dayes and wan Glamorgan Cuntery. And eche of these be bound to the Castelle Garde.

Ther be 2 Paroche Chirchis in the Towne, wherof the principale lying sumwhat by Est is one, the other of our Lady is by Southe on the Water side.

There is a Chapelle besides in Shoe-Maker Streat of S. Perine, and another hard within Meskin Gate side.

Ther was a late a goodly Mansion in the Town caullid Place Newith.

The biggest Suburbe of the Town is caullid Crokerton, and ther was a House of Gray Freres.

There is a nother Suburbe but lesse without Portllongy.

The Blake Freres House was withowte Meskin Gate: and by side this is litle Building there.

Leland also tells us in his quaint way that "the water of Taphe cummith so down from woddy hills, and often bringith down such logges and trees that the cuntery wer not able to make up the Bridges if they were stone they should be so often broken."

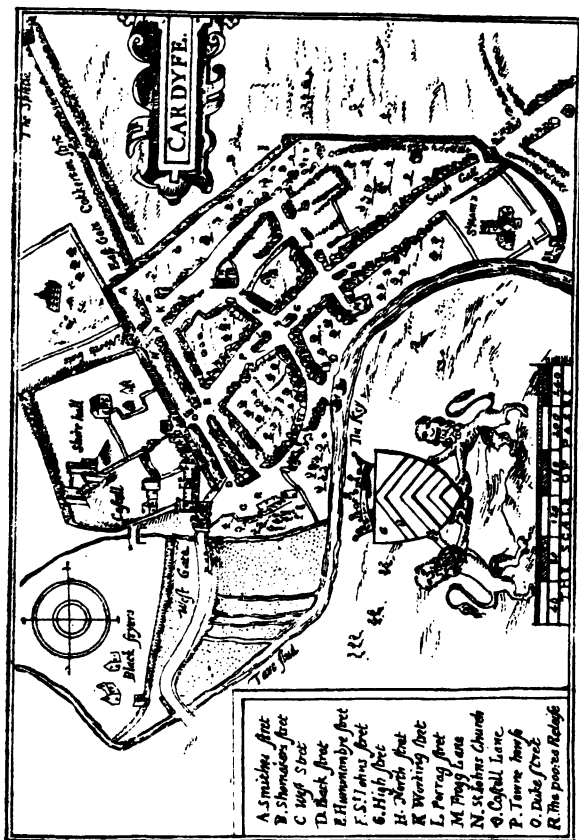
A few years later, in the time of the gentle Edward, we get our first clear idea of the principal streets of Cardiff, from a Patent Roll of the third year of that monarch, wherein are mentioned:—

"Le Est gate, Le Est strete, Le High strete, Le South gate, Duck strete, Werton strete (wherein is Cock's Tower), Churches of St. John and St. Mary."

Yet another glimpse of Cardiff in the latter part of the sixteenth century is furnished by Rice Merrick, from whose description we quote the following paragraphs:—

Within the Towne Walles are two Parishe Churches. The one called St. John's, being a faire Church, with two Ildes, standing upon bossed and embowed Pillers of faire free stone: and the Chancell, compassed with two faire Ildes. And in the West end a very faire Steeple of gray Ashlere, with fower gates of free-stone, very workmanly wrought, standing upon 4 strong Pillers, underpropping the same: The workmanshipp of it, being carried to a great heighth, and above beautified with Pinnacles, of all skilful behoulders is very well liked of. It was made in Ano Dni . . . by . . . Hart, a Mason, who made the Tower of Wrexham, and of St. Stephen's in Bristow. This Church standeth not far from the Middle of the Towne.

The other, called St. Mary's Church, which is of farre greater Antiquity, supposed to be of som Religion. standeth in the South-west part of the Towne, the yard wherof reached neere the Kay, to



which alsoe the Inhabitants, before that Cardiff was enlarged, as before is said, were Parishioners. To this Church is annexed the Church or Chappell of Roth, for therein they have their Christening, Marriage, and Buryall. The Castle of Cardiff standeth within this Parish.

Within the towne walls were two Chappells: the one called the Shoemaker's Chappell, being of very high building, yet standeth in Shoemaker's Streete; the other hard by the West Gate, now decayed, for a staires for the Castle is there made.

Without the West Gate was a house of black fryers, founded by Richard de Clare, Earl of Gloucester, and sometime Lord of Glamorgan Anno 1256.

And without the North Gate, Gilbert de Clare, being Lord of Glamorgan, founded the Gray fryers, wherein Sir William Herbert, Knight, hath builded a house of late.

The Towne is very well compacted, beautified with many faire Houses and large Streetes, it is almost Square, is Quadrant, but more in length from the South toward the North, then the other way.

In the Cheife Streete, called the High Streete, standeth a faire Towne Hall, wherein is holden the Towne Court, every fortnight. Adjoyning to the same, is a faire Shambles below, wherein Victualls are sould: And above, a faire great Chamber, where ye Aldermen and Magistrates use to consult: And under the Hall is the Prison wherein offenders and misdoers are committed, which is called Kwchmoel.

And in the South part of the Guild Hall is a Chamber wherein Juryes, being Sworne, remeyne; and such as are committed, convicted upon executions.

In the South part of the Guild Hall, in the middle of 4 Crosse wayes, is built a faire Crosse, Quadrant, with gristles, covered over with lead; under which, and neere abouts, is the Corne Markett, twice kept weekly, viz., on Wednesday and Saturday.

In the High Streete, which extendeth from the Guild Hall northward toward the Castle, being a faire and wide Streete, is kept Markett, for all other necessities to be sould as aforesaid.

Merrick gives some other details, and mentions Cockestower (referred to in the Patent Roll above), which he says was built to defend the town against the danger of the sea.

The first map of Cardiff was drawn up by the celebrated Speed (who, by-the-bye, calls it "the fairest towne of all South Wales") about the year 1610. It is after the picturesque manner of the time, and has for us to-day intense interest. It will be seen on careful examination that Cardiff under James the First was, so far as concerns the lie of its streets, not so very different from the Cardiff of the close of the nineteenth century, of course, making every allowance for difference in size and for the changes incident on three hundred years. The late Mr. J. S. Corbett drew

up for the British Association Handbook the following comparison :—

EXTRACT FROM SPEED.	PRESENT NAME.
Smithes Stret	Part of Queen Street
Shoemakers Stret	Duke Street
West Stret	Part of Castle Street and part in Castle Gardens
Back Stret	Part of Castle Street and ground between same and Castle wall
Hummanbye Stret	Womanby Street
St. John's Stret	Church Street
High Stret	High Street and St. Mary Street
North Stret	North Street
Working Stret	Working Street, St. John's Sq., and (?) Trinity Street
Porrag Stret	Wharton Street
Frogg Lane	Golate
St. John's Church	
Castle Lane	Entrance to Castle
Towne House	Removed to another site in centre of High Street
Duke Stret	Part of Queen Street
The Poores Reliefe	Now removed

Besides the above, the map indicates the position of the "Castell," and in its precincts the "Shire Hall," the "Black fryers," "The Key," "S. Maryes," "Cokkerton Stret," "The Spittle," and the four gates. The Herbert mansion is also plainly delineated, the town walls, and the course of the river, then very different from what it is now. Cokkerton is short for Crockherbtown, the old name for the district traversed by Queen-street, and where the growing of herbs in crocks was largely carried on. Porrage-street existed till recent times as Porridge-lane, and Frog-lane was also extant a quarter of a century ago.

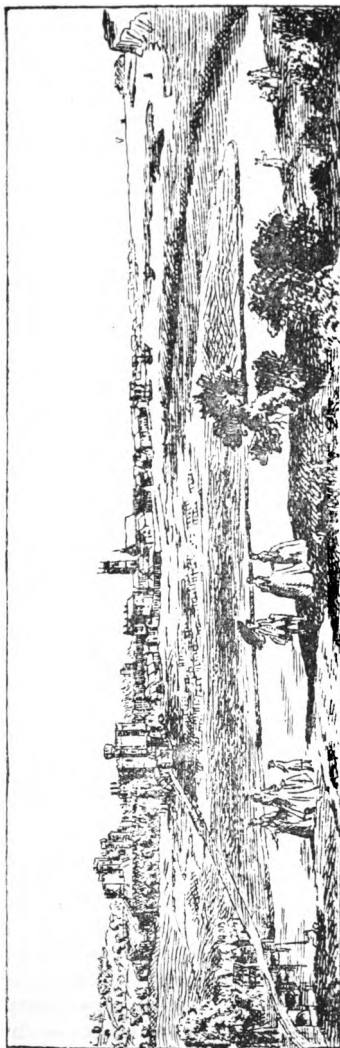
Of the buildings extant at the time when Speed drew his celebrated map, only St. John's Church and the Castle remain: all the rest are long since swept away or exist only in the form of the most fragmentary ruins. Very sad was the fate of St. Mary's Church, which stood close to the present Western Mail Buildings. St. Mary's was older and finer than St. John's, cruciform, and, doubtless, a noble edifice. It, however, had long been threatened by the turbulent Taff, and at length succumbed to the great flood of January, 1607, which did such fearful damage along the coasts of the Bristol Channel. A tract of the time gives a vivid

description of the flood, which "the like never in the memory of man hath ever bin seen or heard of." Hundreds of people, not to mention cattle, were washed away and drowned. "The names of some of the Towns and Villages which suffered great harmes and losses hereby were these, viz:—Bristoll, and Aust, all the countreys along both sides of the Severn from Gloster to Bristoll, Chepstowe, Goldclift, Matherne, Calicot Moores, Redrift, Newport, Cardiffe, Swansey, Laugharne, Llanstephan. The foundations of many Churches and Houses were in a manner decayed and some carried quite away, as in Cardiffe, in the Countie of Glamorgan, there was a great part of the Church next the water side beaten downe with the water. Divers other Churches lie hidden in the waters, and some of them the tops are to be seen, and some other nothings at al to be seen but the very Tops of the Steeples, and of some of them nothings at al." Jenkins, in his "History" (1854), observes, "Many of the present inhabitants remember having seen human bones and fragments of coffins protruding from the banks on the eastern side of the river as the action of the water gradually carried away the soil."

In 1608 a charter—the last of a series of fourteen—was granted to Cardiff by King James, and a word may here be said of these documents as a whole. The earliest surviving charter dates from 1339, and was granted by Hugh Le Despencer, lord of Glamorgan and Morganwg. The charter speaks of a still more ancient one granted by Lord William La Zouch, and which "confirmed to our Burgesses of our Town of Cardiff, a certain plot of land in the High Street of Cardiff, containing forty-and six feet in length and twenty and six feet in breadth, which plot of land adjoins to the tenement lately belonging to Edward Kyngot on the north side, as is known to the aforesaid Burgesses by certain bounds for building a house upon the aforesaid plot of land called Sothall, so that we the aforesaid William and Eleanor our wife, and our heirs, from henceforth shall have in the same house a fit and sufficient place for holding and pleading all pleas by our Provosts of the Town aforesaid in that place as well of the annual Fairs there as of other pleas, and also for the receiving of all Tolls of every kind of Merchandize in the same place, and that the Burgesses of our Town aforesaid shall have all kinds of pro-

fits arising from the said house for the building and maintaining of that house." Most of the witnesses to the charter were Normans, the exceptions being Llewelyn ap Kenwrek and Thomas ap Aron. The same Hugh Le Despencer granted another charter in 1359 exempting the burgesses of Cardiff from "murrage," "pontage," "pannage," "terrage," "kayage," "pickage," and other dues, the levy of which contributed to make interesting the lives of our ancestors. By this charter bailiffs, ale-tasters, and other officers were appointed, common lands marked out, bounds of the borough and its two fairs confirmed, the first of the latter being for fifteen days after "the Nativity of St. John the Baptist," and the second at the "Feast of the Nativity of the Blessed Mary." Amongst the witnesses to this document were the Abbots of Margam and Neath, both flourishing monasteries at this time; John de Coventry, Archdeacon of Llandaff; Edward De Stradlynge, and William Fleming. "In 1455 Henry VI. granted the town a charter in consideration of 'the great loyalty' of the burgesses, a grace from which they fell under the Stuarts. Elizabeth granted a charter in 1600, 'confirming and ratifying all the previous charters.'" King James's charter of 1608 describes Cardiff as "a very ancient and populous town," and appoints twelve life aldermen and a "seneschal" or steward. Welsh and English appear to have been about equally divided in the Cardiff of those days, and evidence is still extant that at times racial prejudice ran high. Of Cardiff's charters seven are still extant and in the keeping of the Corporation. The older ones are written in abbreviated Latin, and the calligraphy is perfectly distinct.

Cardiff had its share of trouble during the Civil Wars. The town and castle were occupied alternately by different factions, and the Castle was cannonaded by the Roundheads from a position near Plasturton. "It is said, according to a tradition which still exists, that it was eventually taken in consequence of the desertion of a soldier from the castle to the besiegers, who, on condition of a large reward, promised to show a secret subterraneous passage which communicated with the castle beneath the bed of the river Taff, by which means the garrison was surprised during the night. Cromwell having obtained the castle, the soldier demanded his reward, when he immediately ordered him to be hung as



NORTH WEST VIEW OF CARDIFF IN 1748

a reward for his treachery." How far this story is correct it is impossible now to say, but the secret passage, the traitor, and his reward, find a parallel in other incidents of that exciting period. We shall not here trace in detail the stirring events of the Civil War so far as they relate to Cardiff. They culminated in a great battle near St. Fagan's, which was fought on the 8th of May, 1648, and ended most disastrously for the Royalists. Thousands were killed or made prisoners, and so great was the carnage, that, according to tradition, "the waters of the river Ely were red with blood on the day of the battle."

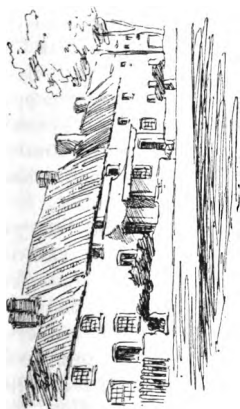
Subsequent to the battle the following incident occurred, significant as showing the kindly feeling entertained by the Welsh towards their English kinsmen:—"Sir E. Stradling of St. Donats, and his kinsman Sir Edward Carne of Osmand's Ash, alias little Nash, took vigorous parte in this fight, commanding atwixt them 4,000 men, fed and cloathed by themselves at their own proper cost. The latter was well nigh falling a sacrifice to the hatred of his Countrie men to the Saxon tongue, for returning towards his home after ye close of ye Battel fatigued and sore wounded, the Bridge over ye Taffe being broken down, he demanded of a Welshman (speaking in the English Tongue) where most safely he could forde across the Stream; the latter directly replied, 'Keep straight on, for that is the shortest and best way to thy home.' Sir Edward, not suspecting any artifice, went ahead to the river bank, but before entering the Stream addressed a few words of direction and advice to his Soldiers in the Welsh language. His former Guide, seeing that he was not an English Knight, directly called out to him not to enter the River in that place, as there was a most dangerous Whirl Pool in that locality, and disclosed that he had purposely advised him there to crosse in ye hope that he might there lose his life, but, finding he was a true Cambrian, he hastened to prevent his fulfilling his first directions: there did he escape certain death."

Religious and political differences entered fiercely into the life of the old days. The unwisdom of the Stuarts drove forth William Erbury, vicar of St. Mary's, and sowed at Cardiff the seeds of Nonconformity, and in 1640 the first Dissenting cause is said to have commenced. The Puritans, on their part, when in power, were not slow in making their

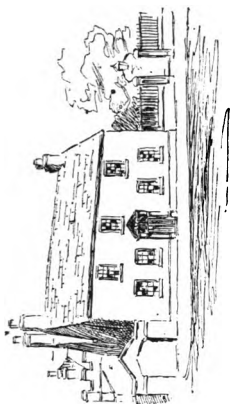
influence felt, as the Rev. Theodore Price, A.M., Vicar of Cardiff and Roath, could testify, who was sequestered and narrowly escaped hanging, but was restored when the King came back to enjoy his own again. Walter Cradock is a famous Nonconformist name of a turbulent period, and mention should also be made of John ap John, the Quaker, who was imprisoned at Cardiff in 1655 for annoying the authorities, of the large number of persons who were incarcerated for refusing to take the oath of allegiance, and of Philip Jones and John Lloyd, who, in 1679, were hanged, drawn, and quartered for the heinous offence of being Roman Catholic priests. In later days the genial influence of Bishop Watson, of Whitfield, and of Wesley, descended upon Cardiff, and it is pleasant to note that the latter preached many times in the town, and received almost from the first the greatest courtesy and attention.

"In the seventeenth century, at the time of the Restoration, Cardiff suffered from great depression in trade. It had a strong rival just then in Caerphilly, a town which commanded a large agricultural area, and had its markets or fairs every three weeks. Against this privilege Cardiff stoutly protested, and on its petitioning the authorities the monopoly which Caerphilly had set up was abolished. Probably also the support Cardiff had given to foreign pirates and its disloyalty to Charles contributed to the decay of its trade. But Cardiff had evidently entered upon a lengthy period of commercial depression, and its trade showed few signs of revival until the commencement of the present century." The festivities connected with the visit of the Duke of Beaufort in 1684 and the great storm of 1703 are events connected with this period that serve to break the monotony of a long series of years.

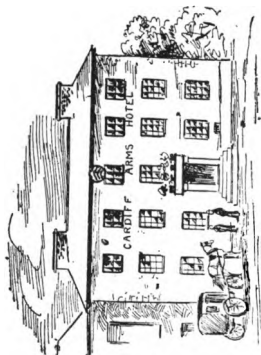
With the close of the eighteenth century a great change commenced in the fortunes of the place, before dealing with which we may for a moment glance at the state of Cardiff as evidenced from its first Directory published in 1796, a copy of which rare work is one of the local treasures of the Free Library. The Cardiff Directory of to-day, published by the Western Mail Limited, is an imperial octavo of some 560 closely printed pages. The directory of 1796 is a duodecimo of 24 pages, and these in large and spreading type. The title of the little book runs as follows:—"A Com-



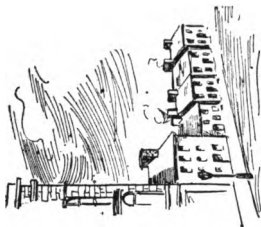
THE SPITTLE.



THE VICARAGE.



CARDIFF ARMS HOTEL.



A BIT OF ST. MARY STREET.

BITS OF OLD CARDIFF.

plete Directory and Guide to the Town and Castle of Cardiff, The Surrounding Villages, Gentlemen's Seats, and Remarkable Places. Printed for and sold by J. Bird, adjoining the Castle Gate, Cardiff, 1796." This Mr. Bird, it appears, came from Cowbridge, and set up the first Cardiff printing-press. Cardiff (the directory informs us) carried on a "considerable trade" with Bristol, and it was expected that the "curious navigable canal" then lately opened at Merthyr would result in "great quantities of pit coal" being "sent to Bristol and other places at much cheaper rates than were ever known." Little did the compiler think that one hundred years later Cardiff would be the first coal port in the world, and the premier of all ports for foreign clearances!

"The very best tinplates" were made at "an extensive work called Melin Griffith," and sent to Bristol to the amount of 13,000 boxes annually, of 225 plates a box. Cardiff then boasted one church, a "Presbyterian meeting-house, and also one for the followers of the late Mr. John Wesley." Cardiff had two weekly markets, Wednesday and Saturday, which were well supplied; fairs on June 29, Sep. 19, Nov. 30; "high markets" on the second Wednesday in March, April, and May, and a "new cattle market every Saturday." The mail-coach came to the Angel Inn every evening about eight o'clock from London, Bristol, and other parts to the eastward, and set off for London every morning about five o'clock. The post office was open every day from eight in the morning till eleven at night. In the directory proper nine people fall under the head of "gentry," viz, "Thomas Bridges, Esq. (F.), Miss Bates, Miss Basset, Mr. Bourne (F.), Miss Petre, Miss Priest, John Richards, sen., Esq. (F.), John Richards, jun., Esq. (F.), William Tait, Esq. (F.), ironmaster." F. stands for freeholder. The "clergy" were two in number—the Rev. Sam. Molyneaux Lowder (vicar) and the Rev. Thos. Prichard. Then follow five physicians (including "Charles Vachell, chymist, druggist, and apothecary"), five attorneys, and about 130 "traders," &c. John Bird himself is described as "Printer and Bookseller, Clerk to the Marquess of Bute, Agent to the Phoenix Fire Office, Bristol Tontines, &c." John Bradley was "Post-master, Mail Contractor, and Innkeeper (Angel)." John Stubbs was "Peruke-maker, Bleeder, and Toothdrawer."

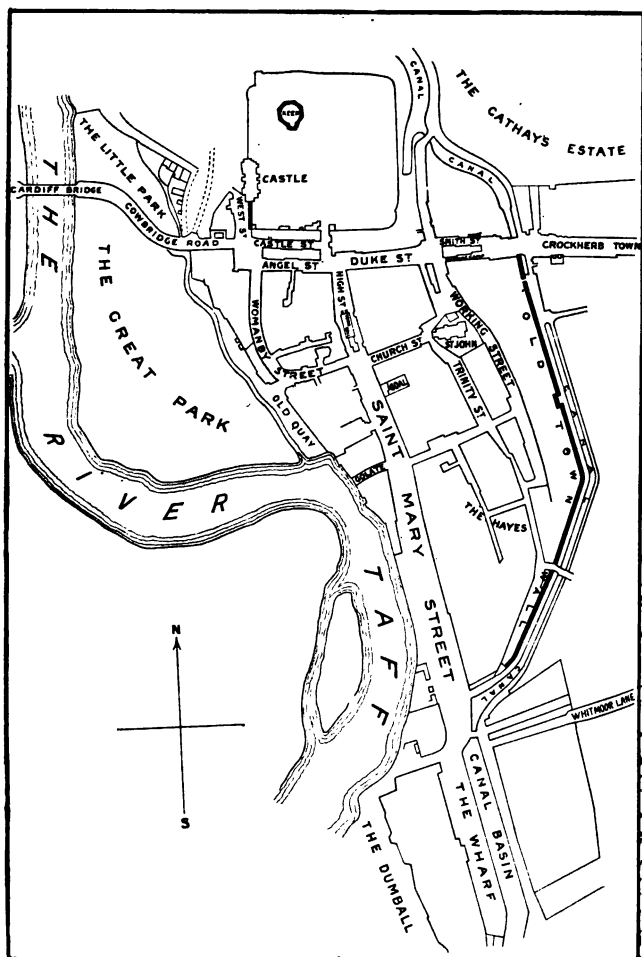
The following hostelrys are mentioned, besides the Angel :—Three Castles, Ship, Ship and Castle, Globe, Three Cranes, Red Cow, King's Head, Mason's Arms, Old Green Dragon, Unicorn, Cardiff Arms Inn, Five Bells, Cardiff Boat, and Three Tuns.

These notes from the oldest Cardiff directory may be usefully supplemented by details gleaned from various sources, and which throw the town of a hundred years ago into curious contrast with the state of things to-day. The governing body at that time consisted of The Constable of the Castle, Two Bailiffs, Twelve Aldermen, Twelve Chief Burgessees, together with a Steward, two Sergeants at Mace, Town-clerk, Deputy Town-clerk, two Common Attornies, Water Bailiff, two Toll-gatherers, Keepers of the Cross and Clerks of the Markets, Clerk of the Shambles Market, Toll-gather and Keeper of the Cattle Market and Fairs, Ale-taster and Town Crier. There were also a chief and second constable and twelve inferior constables. Petty sessions were held every Monday and Thursday, and a court of record every Thursday before the Bailiffs. Justice was administered at the Town-hall, which was entered from High-street by two flights of stone steps, with iron rail and ornamental banisters. Between those steps was the entrance to the market beneath the hall. At the south end was a small portion walled off as the debtors' prison. Persons confined therein could only be released when the creditors were satisfied. From the prison beneath the hall in 1788 four prisoners, two men and two women, made their exit in a daring manner. The escape was effected in the early hours of a July morning; "but by the immediate exertions of the keeper's wife and her assistants (the keeper being from home attending the quarter sessions at Neath) they were pursued, re-taken, and brought back, after a chase of about five miles. They effected their escape by the aid of a small iron bar, which they took out of one of the windows, and with which they worked two large holes in the walls."

Adjoining the Town-hall were two houses—one, a public-house, the "Shoulder of Mutton"; the other (facing St. Mary-street), an old fashioned shop with oak mullion windows, lead lights, and castellated parapet. The principal business was done in High, Duke, Angel, Womanby, Quay, and Church Streets. At the markets the old measures were

adhered to, for instance, the bushel, or "llestrad," of 168lbs; peck, or "cwer llestrad," 42lbs.; and "pedwran" 10½lbs. There were two bakehouses, one in St. John's-square, the other in St. Mary-street. The standard measure of length was a hazel yard stick. Cardiff farmers' wives went periodically to Bristol to sell their corn and poultry. A prime goose at Cardiff sold for 2s. 6d., at Bristol 4s.; a couple of ducks, Cardiff 3s., Bristol 4s. 6d.; a couple of fowls, Cardiff 2s., Bristol 3s. 9d., and so on. The local public-houses of the period were the Cross Keys, Prince Regent, Unicorn, Mason's Arms, Three Cranes, Red Lion, Wellington, Rose and Crown, Glove and Shears, Crown and Anchor, New Green Dragon, Old Green Dragon, Rummer Tavern, Three Tuns, Angel Hotel, Globe, Cardiff Arms, Five Bells, White Lion, and Star and Garter. There was no lack of means of refreshment, and it is, therefore, pleasant to learn that "the above houses were well conducted and the inhabitants were sober and industrious. Many of the landlords were intelligent and communicative, and most of them took in a weekly newspaper. Houses of a better class had their parlour frequented by gentlemen and tradesmen of the town. This room to them was a literary and scientific institution, and occasionally, to relieve the monotony, the visitors would sing a social and convivial song. The old gentlemen would quaff each other in a silver tankard of foaming mild ale. Such were the old times."

This is a pleasant picture, drawn by an old inhabitant, the late Alderman Winstone. Here is an incident related by Donovan, the traveller:—" 'I suppose you are a stranger to Cardiff,' said one of the servants of the Angel Inn, with a supercilious air not easily described, when I once complained that a guinea was certainly too much for a very indifferent bed with which my hostess had accommodated me in an adjacent house the preceding night. 'Surely' (I made answer), 'although such a sum may be given during the time of the races or the assizes, that cannot be a customary charge.' 'Not a constant charge. I grant, replied the girl, 'but a common one when the town is full of company, I assure you.' " This girl, with her business-like air, was no unworthy predecessor of the multitudinous Cardiff Hebes of to-day. Could the fastidious Donovan re-visit the glimpses of the moon, he would be sur-



CARDIFF IN 1830.

prised to find that even his presence would excite less commotion than of yore, and that any of the multitude of hotels, restaurants, and what not, would put him up without troubling "an adjacent house," and do it reasonably, too.

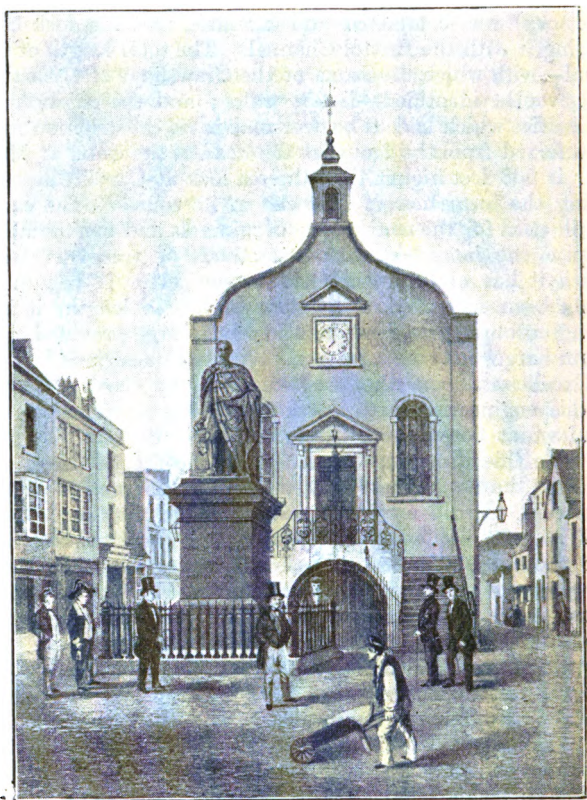
The St. John's Church of our grandfathers had no galleries, only closed boxed up pews, many belonging to the freehold houses, others being private property could be sold or let. The workhouse, on the site of the National Provincial Bank, was commodious, and the people happy. There, in 1815, was established the first free school. Opposite the workhouse was the gaol, and close to it the "drop," where, in 1808, one Grimes paid the dread penalty for the murder of an old woman at Merthyr.

At this period, of course, communication with the outer world was tedious. A London paper cost 10d., a letter from London 1s. The post for Merthyr left three times a week, till some daring spirit was able to effect a daily despatch. The mail coach stopped at the Angel, where was an appropriate wooden effigy of a celestial messenger. Cardiff had two market gardens, and these supplied Merthyr with vegetables. "The shops and houses were of whimsical architecture, some with high and low gable fronts, storey projecting above storey, oak mullion and lead casement windows, and a colonnade if some important person had lived there." Such are some glimpses of Cardiff when George the Third was King.

When the census of 1801 was taken, Cardiff had 327 houses (mostly of the cottage type), and a population of 1018. It has now a population estimated in round numbers at 170,000 souls. What produced this marvellous revolution? The answer lies in the geographical position of the town. Cardiff, lying at the mouth of the Taff Valley, furnished the most easily accessible outlet for the products of the Hill districts; and in addition it possessed natural advantages, in the shape of a roadstead, a harbour, and a river, affording some facilities, in the shape of wharves and quays, for the shipment of coal and iron. Previous to 1798 the produce of the surrounding country was brought down from the Hills to Cardiff on the backs of mules. But the indomitable and sagacious spirits who at that time were laying the foundation of those great industries of Glamorganshire, which have since become famous throughout the

world, chafed at the narrow bounds within which their operations were confined by this insufficient means of transport. The result was that in 1790 an Act was obtained for the construction of a canal from Merthyr Tydfil to Cardiff, and in 1798 that undertaking (the "curious navigable canal" of the directory) was completed and extended to a sea lock connecting it with the Bristol Channel. The total length of the canal—with which the name of the Crawshays of Cyfarthfa will ever be identified—is $25\frac{1}{2}$ miles; and the engineering difficulties which had to be overcome in its construction may be inferred from the fact that the head of the canal at Merthyr is 568 feet higher than the sea lock at Cardiff, necessitating the formation of 50 locks in its course. The canal is still used for the conveyance of minerals and merchandise, despite the more expeditious methods of transport with which it has of late years had to compete. It has quite lately been improved throughout its whole length, it has been thoroughly dredged, and new wharfrage provided, and steam barges may now be seen plying on its surface.

Excellent as was the progress made by Cardiff, thanks to this engineering feat, it was as nothing compared to the results that flowed from the formation of docks. The first move in this direction was made by the second Marquess of Bute, the noble, clear-sighted, indomitable man to whom, above all, Cardiff owes her present proud position. Born in 1793, of a noble and glorious lineage, the Marquess had also those business and commercial instincts that in these days stand a man in better stead than the highest ancestry. Succeeding to his estates when but 21 years old, he turned from the gilded paths of power to develop his extensive property. He recognised the vast importance to Cardiff of the mineral wealth of the "hinterland," and projected a great dock, which after many difficulties was opened in 1839. As the Glamorganshire Canal gave Cardiff the first impulse, so the second and mightier impulse arose from this undertaking, to achieve which the Marquess, confident in the outcome, brought himself near to ruin. But the result has far more than justified his exertions, and the "mean village" of 90 years ago is now one of the brightest commercial ornaments of the Empire, one of the premier ports of the civilised world.

**THE OLD TOWN HOUSE.**

CARDIFF'S PARLIAMENTARY REPRESENTATIVES.*

Members of Parliament for the Borough of Cardiff from 33 Henry VIII. to the passing of the Reform Act, 1832.

HENRY VIII. 1509-1547.

- 1536 The return for this Parliament, when Wales first returned Members, is lost.
1542-44 John Bassett, Inner Temple

EDWARD VI. 1547-1553.

- 1547-52 John Cokk
1548 Sir Ph. Hoby, *vice* Cokk
1552-53 David Edwards

MARY I. 1553-1558.

- 1553 David Evans
1554 David Evans
1554 William Colchester
1555 Return lost
1557-58 Lysanno ap Ryse

ELIZABETH 1558-1603.

- 1558-59 Return lost
1563-67 Henry Lewis
1571 Henry Morgan
1572-83 David Roberts
1584-85 Nicholas Herbert
1586-87 George Lewis
1588-89 Gabriel Lewis
1592-93 David Roberts
1597-98 Nicholas Hawkins
1601 William Lewis

JAMES I. 1603-1625.

- 1604-11 Matthew Davies
1614 Matthew Davies
1621-22 William Herbert
1624-25 William Price

CHARLES I. 1625-1649.

- 1625 William Price
1626 William Price
1628-29 Lewis Morgan
1640 William Herbert
1640-53 William Herbert
1646 Algernon Sidney, *vice* Herbert

COMMONWEALTH 1649-1659.

- 1654-55 John Price
1656-58 John Price
1658-59 John Price

CHARLES II. 1660-1685.

- 1660 Bussey Mansel
1661-78 Sir Richard Lloyd
1661 (June) Robert Thomas, *vice* Lloyd
1678-79 Sir Robert Thomas, Bart.
1679-81 Sir Robert Thomas, Bart.
1681 Bussey Mansel

JAMES II. 1685-1689.

- 1685-87 Francis Gwyn
1689-90 Thomas Mansel

WM. & MARY 1689-1694.

- 690-95 Thomas Mansel

WILLIAM III. 1694-1702.

- 1695-98 Thomas Mansel
1698-1700 Sir Edward Stradling, Bart.
1700-1 Sir Edward Stradling, Bart.
1701-2 Thomas Mansel

ANNE 1702-1714.

- 1702-5 Thomas Mansel
1705-8 Thomas Mansel
1706 Sir John Aubrey, Bart., *vice* Mansel (deceased)
1708-10 Sir John Aubrey, Bart.
1710-13 Sir Edward Stradling, Bart.
1713-15 Sir Edward Stradling, Bart.

GEORGE I. 1714-1727

- 1715-22 Sir Edward Stradling, Bart.
1723-27 Edward Stradling
1728-27 (Jan.) Hon. Bussey Mansel *vice* Stradling (deceased)

GEORGE II. 1727-1760.

- 1727-34 Hon. Bussey Mansel
1734-41 Hon. Herbert Windsor
1739 (Feb.) Herbert Mackworth, *vice* Windsor a Peer
1741-47 Herbert Mackworth
1747-54 Herbert Mackworth
1754-61 Herbert Mackworth

GEORGE III. 1760-1820.

- 1761-68 Herbert Mackworth
1766 (Jan.) Herbert Mackworth, jun., *vice* Mackworth (deceased)
1768-74 Herbert Mackworth
1774-80 Herbert Mackworth
1780-84 Sir Herbert Mackworth, Bart.
1784-90 Sir Herbert Mackworth, Bart.
1790-96 Hon. John Stuart; afterwards by courtesy, Lord Mountstuart
1794 (Feb.) Hon. Evelyn J. Stuart, *vice* Lord Mountstuart (deceased)
1796-1802 Lord E. J. Stuart
1802-6 Lord William Stuart
1806-7 Lord William Stuart
1807-12 Lord William Stuart
1812-18 Lord William Stuart
1814 (Nov.) Lord Evelyn Jas. Stuart, *vice* Lord William Stuart (deceased)

- 1818-20 Lord Patrick James Herbert Crichton Stuart (commonly called Lord James Stuart)

GEORGE IV. 1820-1830.

- 1820-26 Wyndham Lewis
1828-30 Lord Patrick James H. C. Stuart

WILLIAM IV. 1830-1837.

- 1830-31 Lord Patrick James H. C. Stuart
1831-32 Lord Patrick James H. C. Stuart

Members of Parliament for the United Boroughs of Cardiff, Cowbridge, and Llantrisant since the passing of the Reform Act, 1832.

1832—Dec. 13.	
Nicholl, J., D.C.L.....	C—339
Stuart, Lord P. J. H.....	L—191
Majority.....	141

1835—Jan.	
Nicholl, J., D.C.L.....	C —

1837—Aug.	
Nicholl, J., D.C.L.....	C —

1841—June.	
Nicholl, J., D.C.L.....	C —

On Dr. Nicholl becoming Judge Advocate General.

1841—Dec.	
Nicholl, Rt. Hon. J.....	C —

1847—Aug.	
Nicholl, Rt. Hon. J.....	C —

1852—July.	
Coffin, Walter.....	L—490
Nicholl, Rt. Hon. J.....	C—464
Majority.....	26

1857—Mar.	
Crichton Stuart, J. F. D.....	L —

1859—April.	
Crichton Stuart, J. F. D.....	L —

1865—July.	
Crichton Stuart, J. F. D.....	L —

1868—Nov.	
Crichton Stuart, J. F. D.....	L—2501
Giffard H., Q.C.....	C—2451
Majority.....	450

1874—Feb.	
Crichton Stuart, J. F. D.....	L—2780
Giffard, H., Q.C.....	C—2771
Majority.....	9

1880—April.	
Reed, E. J.....	L—3231
Guent, A. E.....	C—3433
Majority.....	348

1885—Dec.	
Reed, Sir E. J.....	L—5569
Harben, H.....	C—5429
Majority.....	140

1886—Feb.	
Reed Sir E. J.....	L—5708
Llewellyn J. T. D.....	C—4645
Majority.....	863

1886—Sept.	
Reed, Sir E. J.....	G L—5307
Brand, Hon. H. R.....	U L—4965
Majority.....	342

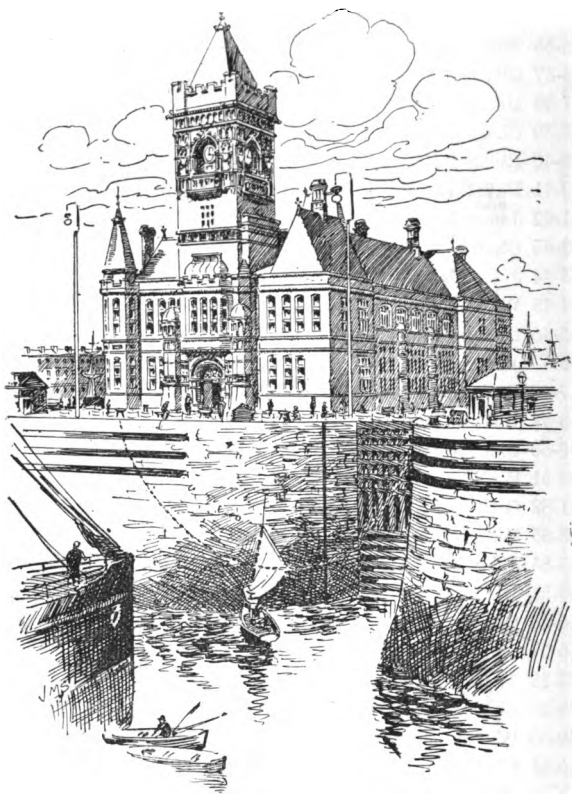
1892—July.	
Reed, Sir E. J.....	G L—7236
Gunn, J.....	U L—6540
Majority.....	686

1895—July.	
Maclean, J. M.....	U—8386
Reed Sir E. J.....	GL—7562
Majority.....	824

MAYORS OF CARDIFF.

The following is a list of the Mayors who have held office in the Borough of Cardiff since the passing of the Municipal Corporation Act, 1835:—

1835-36 Thomas Revel Guest	1867-68 Richard Lewis Reece
1836-37 Charles Crofts Williams	1868-69 Thomas Evans
1837-38 Henry Morgan	1869-70 Edward Whiffen
1838-39 Charles Crofts Williams	1870-71 Charles Williams David
1839-40 Richard Reece	1871-72 Charles Williams David
1840-41 David Evans	1872-73 Henry Bowen
1841-42 James Lewis	1873-74 William Vachell
1842-43 Charles Crofts Williams	1874-75 Daniel Jones
1843-44 John Moore	1875-76 Daniel Jones
1844-45 William Jonas Watson	1876-77 Joseph Elliott
1845-46 Richard Reece	1877-78 William Taylor
1846-47 James Lewis	1878-79 Daniel Lewis
1847-48 Richard Lewis Reece	1879-80 John McConnochie
1848-49 Walter Coffin	1880-81 Rees Jones
1849-50 Charles Vachell	1881-82 Alfred Thomas
1850-51 William Bird	1882-83 Gaius Augustine Stone
1851-52 Griffith Phillips	1883-84 Robert Bird
1852-53 William Williams	1884-85 Andrew Fulton
1853-54 John Batchelor	1885-86 David Edgar Jones
1854-55 David Lewis	1886-87 Sir Morgan Morgan
1855-56 Charles Vachell	1887-88 Thomas Windsor Jacobs
1856-57 Sydney Dan Jenkins	1888-89 David Jones
1857-58 Charles Crofts Williams	1889-90 William Sanders
1858-59 Charles Crofts Williams	1890-91 The Most Hon. The Marquess of Bute, K.T.
1859-60 William Alexander	1891-92 Thomas Rees
1860-61 Charles Williams David	1892-93 Wm. Edmund Vaughan
1861-62 Charles Williams David	1893-94 W. J. Trounce
1862-63 John Bird	1894-95 Patrick William Carey
1863-64 John Bird	1895-96 The Right Hon. Lord Windsor
1864-65 James Pride	1896-97 Ebenezer Beavan
1865-66 Wm. Bradley Watkins	
1866-67 Charles Williams David	



CARDIFF RAILWAY COMPANY'S OFFICES.

The Port and Docks.

The commercial importance of Cardiff is due so much to its docks that no guide would be complete without a somewhat detailed reference to the port and its various features. Though maritime Cardiff is of modern growth, it has enjoyed shipping trade of a sort for many hundreds of years. Six centuries ago it was a "port of the staple," and in later times gained an unenviable notoriety as a nest of pirates. In the seventeenth century the jurisdiction of Cardiff extended from Chepstow on the east to the Burry estuary on the west; but from this position of importance it fell away to be described as a "creek" of the port of Bristol. With the formation of the Glamorganshire Canal trade rapidly increased, and for a third of a century the commercial progress of Cardiff was steady and rapid. Then came the Marquess of Bute (father of the present nobleman) with his far-reaching plans that were destined to place Cardiff in the forefront of the ports of the kingdom.

It has often been a subject of wonder to persons unfamiliar with the circumstances of the case how the advisability of constructing spacious docks ever presented itself to the mind of the Marquess. He was in possession of a large estate and had means abundant for the satisfaction of all his personal wants. Why, then, did he embark in an enterprise full of hazard, the execution of which imposed upon him great sacrifices and extreme anxiety? For a very simple reason, and in pursuance of a line of policy which he deliberately marked out for himself and courageously followed. Owning, as he did, extensive tracts of mineral property, portions of which had, in former years, been leased at wholly inadequate rentals, his lordship soon discovered that the only hindrance to an immense rise in the value of his property was the deficiency of dock accommodation at the natural port of shipment. A little more than 50 years before the late Lord Bute succeeded his grandfather it is on record that the large estate of Dowlais was let for 99 years at a rental of £26 per annum. Ten years afterwards Hir-

wain was granted on a similar lease for £23. The fortunate lessees of these veritable Golcondas had worked their gales to such advantage that they rapidly acquired fortunes compared with which the wealth even of a Bute was inconsiderable.

Naturally enough it occurred to the practical mind of the second Marquess that what these favoured sons of fortune had accomplished might, to some extent at least, be accomplished by others. He, therefore, determined upon developing the resources of his magnificent estate. To his apprehension Glamorganshire presented itself as a scene of fruitful enterprise, not for one or two, but for scores of capitalists, whose wisely directed efforts should enrich themselves, diffuse prosperity throughout the district, and pour into his coffers a legitimate share of the wealth thus created.

His Lordship was fortunate in securing the services of a surveyor who ably seconded him in his views, and whose experience confirmed the sanguine expectation of his noble employer. Mr. David Stuart was the gentleman to whom we refer. He made an extensive survey of the estate, and propounded various methods for its development, which experience has proved to have been most judiciously conceived. When, however, the assistance of capitalists was invited, the objection which they invariably raised to entering upon any extensive undertaking was the absence of the necessary means for getting their productions to market. The capacity of the Glamorganshire Canal, with its sea pond, was so limited that any extensive shipment of coal and iron at Cardiff was practically impossible. The main lock of that means of communication was only 97 feet long, by 27 feet wide, and 13 feet deep over the inner sill. At the flood of neap tides there were only from six to eight feet of water on that sill, so that vessels drawing any greater depth of water were compelled to load in the roadstead by means of lighters—a most dangerous and tardy method. Even vessels which got up to the wharves were compelled to load, as it were, by instalments, dropping toward the gates as they deepened, and often completing their cargoes on the mud outside. In addition to these disadvantages, the lock was upwards of two miles from the low water mark of the Severn, and was approached by an intricate channel up the Taff. For three hours of each tide it was dry, and during 58 days

in the year the water did not rise to a sufficient height to pass vessels of 100 tons. It, therefore, became apparent to the Marquess of Bute that, in order to develop his large mineral properties, facilities must be afforded by the construction of a dock for the convenient loading and unloading of vessels of large tonnage.

Having arrived at this conclusion, his Lordship determined to carry out the undertaking on his own responsibility and at his own cost. In July, 1830, Lord Bute obtained an Act for that purpose. Amongst his advisers as to the engineering details of the scheme were Captain Beaufort, Mr. Telford, Mr. Green, and Sir William Cubitt. But Capt. W. H. Smyth, R.N., appears to have been the genius to whom was entrusted the chief direction of the works, he being appointed manager of the docks, and subsequently holding the position of first dock master. In a very interesting work by Capt. Smyth, entitled "*Nautical Observations on the Port and Maritime Vicinity of Cardiff*," he states that, after frequent communications with his Lordship respecting floating harbours and their details, "In June, 1833, I received a kind invitation from the Marquess, saying that, as he was about to attend a Quarter Sessions of Glamorganshire, he would be happy to carry me through a line of country which he considered was somewhat new to me, the route being through Oxford and Cheltenham across the Severn to Gloucester, and over the Wye at Chepstow. It was during this visit that I examined into the question which had been much mooted, namely, as to the preferable site for a new port, the Cardiff Moors to the east, or the Cogan Pill to the west, of the estuary formed by the rivers Taff and Ely. I, therefore, made numerous inquiries, consulted various plans, and closely examined the locality. The opinion I arrived at was totally unbiassed and disinterested, for, as the whole or both sides was shown to me as the property of the Marquess, or such as an Act of Parliament would give him power over, I naturally considered it quite a matter of indifference which site might be adopted, and even though his Lordship, from a kindly feeling towards the town of Cardiff, had got his engineer to draw up a plan for the east side, I could easily infer that, from the representations which others had made, he was somewhat inclined to regard the Ely as the more eligible place. On going

over to Cogan Pill, I saw at once that it was no place of refuge for a vessel of any magnitude to run for in bad weather, as had been erroneously represented to me. Accordingly, the Cardiff side of the river Taff was selected as the site of the new docks.

'It was originally intended that the sea gates, or entrance from the Bristol Channel into the Bute Ship Canal, should have been placed at the Eastern Hollows, and that the entire length of the canal should be protected on each side by stone quay walls, with towing paths along which vessels were to be drawn to the wet dock, at the commencement of which another pair of gates were to be placed. The estimate for these works, which were designed by Mr. James Green, of Exeter, was £70,000; but when contracts were sought to be let, although no real engineering difficulties existed, no contractors could be found to tender for a given sum, in consequence of the unforeseen difficulties which might arise in the operation carried on in tidal water. Under these circumstances Mr. (afterwards Sir William) Cubitt was called in, and at his suggestion the original Ship Canal was abandoned, and in lieu thereof an open tidal cut or entrance channel was made through the mud from the Eastern Hollows to the shore, to be kept open by sluices from or near the dock gates. Vessels are now constantly towed by steam tugs, or sail up this entrance channel, instead of being tracked by land along towing paths as originally intended. The wet dock or basin was constructed pretty nearly on the original plan, but with the addition of a sea basin with a lock between it and the dock, which became necessary on the abandonment of the ship canal with its sea gates. Previous to the dock itself being commenced, a channel or feeder was cut from a point in the Taff some two miles above the mouth of that stream, with the object of supplying the projected dock with a constant supply of fresh water. This heavy and expensive piece of work was rendered necessary by the fact that the tidal water of the Bristol Channel is unsuited for use in a dock, owing to the large quantity of mud it holds in suspension, and the heavy deposit resulting from it when in a state of quietude. The actual cost of the work was £350,000; viz., £220,000 in hard cash and the remainder in limestone and timber, obtained from Lord Bute's estates. On the 9th of October, 1839, the new dock was

opened amidst general and enthusiastic manifestations of joy on the part of the inhabitants."

In the three years following the opening of the West Bute Dock the trade of the port remained almost stationary, and Lord Bute must have had many misgivings as to the wisdom of his great outlay. It soon became apparent that more expeditious means of conveyance from the hills to the port were necessary than those afforded by the Glamorganshire Canal. Indeed, before the dock was completed a company had been formed and an Act obtained for the construction of a railway from the town of Cardiff to Merthyr Tydfil. In 1841 the Taff Vale Railway was opened to Merthyr Tydfil, a distance of $24\frac{1}{2}$ miles; and within a few years the original single line was doubled throughout the whole length of the railway. Since that time branches have been added by the Railway Company, opening up rich valleys teeming with mineral wealth. This railway has established for itself a reputation unsurpassed by that of any other line in the kingdom for the completeness of all its arrangements and the unexampled despatch with which it handles the enormous quantities of minerals with which it has daily to deal.

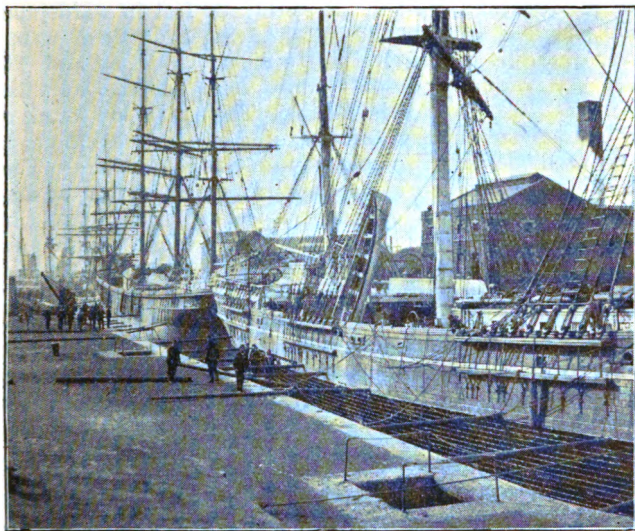
Within twelve years of the completion of the Bute West Dock and six of Lord Bute's death the shipments of coal and iron from the port of Cardiff had reached the following dimensions:—Iron, 129,484 tons; coal, 1,023,903 tons. Urged by numerous applications the trustees into whose hands the management of the Bute Estate had passed decided to provide additional Dock accommodation. Accordingly, the present Bute East Dock was constructed from plans originally prepared by Sir John Rennie, in conjunction with the late Mr. W. S. Clark, but subsequently modified in order to provide for various necessary extensions by Messrs. Walker and W. S. Clark. The contractors were Messrs. Hemingway and Pearson. The whole of the staiths and the various railway arrangements in connection with the Docks were carried out from the plans of Mr. W. S. Clark, under the superintendence of Sir William Thomas Lewis and others, his assistant engineers.

The spirit of enterprise at this time seems to have been contagious. Before the Bute East Dock was finished the Rhymney Railway Company was formed, the chairman being Mr. John Boyle, the trustee of the Marquess of Bute.

The object of the line was to afford communication from the Rhymney Valley to Cardiff, and thus to aid in the further development of the district. Up to this time the only means of transport from the Rhymney Valley was by a tramway on the Monmouthshire side of the river, which had its terminus at Newport. The promoters of the railway believed that the undertaking would be a success, and, in view of the advantages it would give to the port, a lease of wharves and shipping ground was granted, the conditions being the same as were conceded to the Taff Railway Company in 1849. The Rhymney Railway Company was incorporated in 1852, and the line was opened for traffic in 1858. For many years the original shareholders received very little return for their invested capital; but for some years past the railway has proved to be as great a financial success as its companion line the Taff.

Within a very short period of time the enlarged accommodation provided by the East Bute Dock was found to be inadequate for the increased trade, and additional dock accommodation was deemed necessary. In 1866 the Trustees obtained another Act empowering them to construct further docks; and the Roath Basin, the first part of the work completed, was opened in July, 1874. The opening of the Roath Basin seemed only to whet the appetite of the merchants and coal shippers of the port for more accommodation, and, in response to very urgent representations made to him, Lord Bute consented to abandon the unfinished portion of the 1866 scheme and construct a dock of magnificent dimensions to the north east of the present Roath Basin. Application was made to Parliament in 1882 for the necessary powers, and, despite considerable opposition, an Act was obtained by virtue of which large additions have been made to the shipping capacity of the port. From time to time improvements have been made in the mechanical appliances for loading and unloading cargoes, with the result that the total imports and exports of the Bute Docks increased from 3,635,757 tons in 1875 to 8,316,801 tons in 1884, or, in other words, 125 per cent., notwithstanding that the dock area was the same in both periods.

The Roath Dock, which was opened on August 24th, 1887, was formally inaugurated, amidst great public rejoicing, by



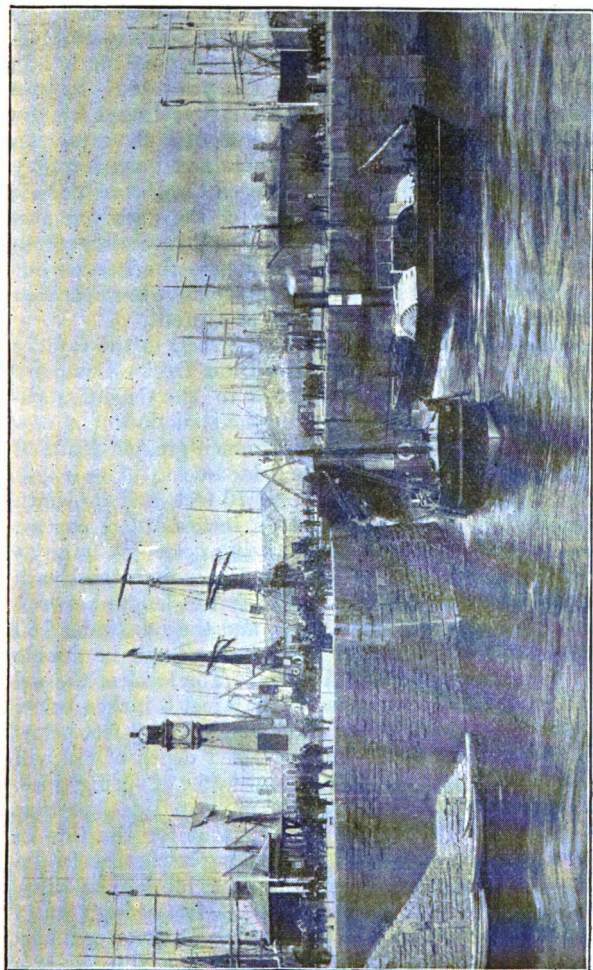
COMMERCIAL GRAVING DOCK.

the Marquess of Bute, on 31st January, 1883. It has a water area of about 33 acres, and is upwards of 2,400 feet long and 600 feet wide. The bottom of the dock is 43 feet 6 inches below the level of the coping, and the depth of water ranges from 36 feet to 26 feet, according to the tide. The Dock is entirely enclosed with walls of masonry, thus affording the largest practicable extent of quayage, as well as the greatest facilities for loading and discharging vessels. The length of quay space, including the jetty, is 7,520 lineal feet, or nearly $1\frac{1}{2}$ miles. The area of quay space for the storing of cargoes and the general carrying on of the trade of the dock is over 60 acres, and the capacity of the dock is equal to an additional trade of over 5,000,000 tons per annum. On the jetty a warehouse 400 feet long has been built, fitted with movable cranes of the most modern construction to discharge and load goods from or to the railway trucks direct for their destination, and are specially useful for the loading of Manchester and other goods coming direct from the shippers. The Dock is approached from the Roath Basin by a magni-

ficient Lock (the largest in the world), 80 feet in width and 600 feet long between the gates, having a depth of water over the sills of 36 feet at ordinary springs, and 26 feet at ordinary neaps (the same depth as the entrance lock to Roath Basin). The gates are worked by hydraulic machinery, and the swing bridge across the lock has been designed to carry the heaviest traffic. The machinery, cranes, and other appliances for loading or discharging vessels, and for other purposes connected with the working of the Dock, are of the most modern design and construction, of unusual power, and of greater capacity than anything hitherto in use.

In the year 1887 a radical change took place in the proprietary of the Bute Docks, the whole undertaking having been, by virtue of powers contained in an Act of Parliament which received the Royal Assent on the 25th June, 1886, incorporated into a public company, under the title of the Bute Docks Company, Cardiff, who took possession on the 1st of January, 1887. The authorised share capital is £3,500,000, and the Directors of the Company are the Marquess of Bute (chairman), Mr. Frederick Pitman (deputy-chairman), the Lord Edmund Bernard Talbot, and Mr. Edward George Sneyd. Sir William Thomas Lewis is the General Manager, and Mr. Frederick J. Pitman the Secretary. The property transferred to the Bute Docks Company comprised about 500 acres, and included a dock area of 110½ acres, including the new Roath Dock. The value of the property was put down at £3,000,000 when power was being sought in Parliament at the beginning of 1885 to dispose of it to the Taff Vale Railway Company. But this did not include the new Roath Dock, for which an additional £500,000 was to be paid. The net revenue of the company (had it been constituted in the terms of the Act) would have been in 1884 and 1885 £160,655 and £157,131 respectively. A noteworthy circumstance in connection with the transfer of this undertaking was that the whole of the 4 per cent. debenture stock, £800,000, issued at par, was subscribed for within an hour from the time that the lists were opened.

The construction of the Bute Docks, although the chief, has not been the only factor in the development of the shipping accommodation of the port. Beneath the shelter of



THE PIER HEAD, CARDIFF.

the bold headland upon which stands Penarth Church (that well-known land mark) the Ely Tidal Harbour and the Penarth Docks afford facilities for shipping a not inconsiderable quantity of coal. The area of the original dock was $17\frac{1}{2}$ acres. It was constructed in the year 1857 by the Penarth Dock Company, from whom it was leased by the Taff Vale Railway Company for a term of 999 years. In the year 1880 the leasing Company obtained Parliamentary powers by virtue of which they enlarged the Penarth Dock by $5\frac{1}{2}$ acres. The additional portion of the dock was also leased to the Taff Vale Company. For many years these docks were worked at considerable loss to the lessees, but for some time back the Railway Company have been enabled by good management to work them at a profit.

In addition to all the above facilities, such is the rapidly increasing size of vessels that the Bute Docks Company (the name of which is now changed to the Cardiff Railway Company) have commenced the construction of a new Dock, with a separate entrance, and much greater depth of water over the sill than any of the older Docks. The length of the proposed new Dock will be 2,570 feet, and its width 650 feet, with a depth of 46 feet 6 inches below coping. The area of this Dock is 42 acres, being nearly as large as the Bute East Dock, and 33 per cent. larger than the Roath Dock. The entrance lock will be 700 feet in length between the gates, its width at gates 80 feet, and the remainder 160 feet wide. The length of the entrance lock will be double the entrance lock to the Roath Basin. The level of the sill will be 50 feet below coping, which is 6 feet 6 inches below the deepest existing sill at the Bute Docks, and 7 feet below the sill at Penarth Dock. The increased depth of sill will give a depth of 5 feet of water at low water of spring tides, and 15 feet of water at low water of neap tides, so that vessels will have little or no time to wait for the tide in entering or leaving the Dock, thus saving anchoring in the roads, and avoiding necessity of waiting for higher tides. The depth of water over the sill will be 32 feet at high water of ordinary neap tides, and 42 feet at high water of ordinary spring tides. For the protection of the entrance to this Dock from easterly or south-easterly winds, an embankment 1,800 feet in length has been devised; and this embankment will make a splendid shelter with smooth water for

vessels entering or leaving the Docks during these winds. From other winds the entrance to the Dock will be protected by Penarth Head and the other high lands running north and west of Penarth. The entrance is situated nearly a mile below the East and West Dock entrance, and thus vessels for these Docks will not interfere with those making for the other entrances to the Bute Docks. It is intended to lay out and equip the Dock with all the latest and most improved machinery for dealing expeditiously with both imports and exports.

Besides the above accommodation, the port of Cardiff includes the Barry Docks, the existing facilities thus covering the vast area of 230 acres.

COMMERCIAL PROGRESS AND POSITION.

The wonderful increase in the population of Cardiff—one hundred-and-seventy-fold during the present century—is in itself an indication of the progress of the place; but a few more figures may be given with the object of setting forth briefly the importance of the town and port of Cardiff in the commercial world. Cardiff, then, is in respect of foreign clearances the first port in the world, not excepting even New York, London, and Liverpool, as is shown by the following official statistics:—

	Tons Register.
Year ending December, 1896, Cardiff	7,034,264
Year ending December, 1896, London.....	6,558,910
Year ending June 30, 1896, New York.....	6,552,524
Year ending December, 1896, Liverpool.....	5,239,510

During the year 1896 11,605,314 tons of coal were exported from Cardiff to different parts of the world, in addition to which 1,879,533 tons were exported coastwise and 1,850,172 tons shipped for bunkers, making the total shipments of coal from Cardiff in the year 1896 no less than 15,335,019 tons. To this must be added the export of iron and steel, patent fuel, and coke, making the quantity of the exports from Cardiff for the year 1896 15,766,386 tons.

The total value of produce and manufactures exported in the same year was £6,165,726.

To deal with exports such as this, it is essential that the shipping appliances should be of the latest and most approved character, and as a matter of fact the facilities are such as to enable vessels of 2,000 tons to be unloaded and loaded again in 24 hours, whilst it is on record that a ship carrying 9,000 tons has been loaded in 28 hours.

The import trade of Cardiff is increasing with great rapidity. The imports comprise principally timber, iron ore, potatoes, corn, and general provisions, for distribution in Wales and the West of England. In respect to the importation of timber, Cardiff now ranks as the second port in the United Kingdom, the first port being London. In the year 1845, the loads of timber imported were 6,965; in 1896 719,951. In respect to the importation of iron ore, Cardiff is the second port in the kingdom. The quantity of iron ore imported for the year ended December, 1896, was 682,382 tons. As regards the importation of general provisions, the trade is an increasing one, and events indicate that this branch of the import trade will be very greatly extended in the near future, as the Docks Company intend to make special provision for it at the low water pier, for the construction of which they are obtaining powers. The value of Cardiff's imports in 1896 amounted to £3,003,507, making the total value of the shipments in and out of Cardiff about £10,000,000. The number of sailing and steam vessels cleared at the port of Cardiff for the year 1895 was 15,157, with a tonnage of 7,949,676.

The number of Cardiff manufactories and works is very considerable, and further additions are constantly made to these industrial enterprises. Amongst the principal works may be mentioned the Tharsis Copperworks, the Dry Docks, Flour Mills, Biscuit Works, Tin Enamel Works, Chemical Works, Waggon Works, Printing Works, Coachbuilding Works, Paper Mills, and Engineering, Shipbuilding, and Boatbuilding Yards; and the Dowlais Iron Company, recognising the advantages presented by Cardiff, have erected very large iron and steel works on the East Moors.

The gross output of minerals for South Wales and Monmouthshire for the year 1895 was 34,828,422 tons. The output for Glamorganshire was 24,700,275 tons and for

Monmouthshire 8,240,162 tons, making a total of 32,940,437 tons. In the year 1895 the shipments at Cardiff amounted to 14,610,907 tons, or more than two-thirds of the total shipments of the coalfields of Glamorganshire and Monmouthshire.

The following great banks of the kingdom have established branches at Cardiff :—The National Provincial Bank



SIR WILLIAM THOS. LEWIS.

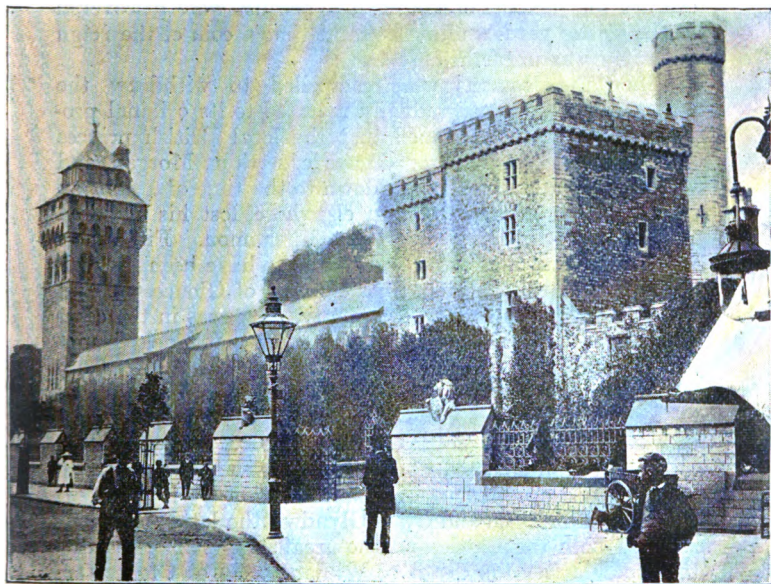
of England (two branches), Lloyds (two), London and Provincial (three), Metropolitan (two), County of Gloucester (three), Wilts and Dorset (two), and the London and Midland. A dozen great insurance companies have branches at Cardiff, and 50 other offices have inspectors and representatives in the town.

Cardiff is the town at which the South Wales and Monmouthshire Coalowners' Association and the Sliding Scale Committee hold their meetings; it is a centre selected by the Government for examinations of the Board of Trade,

the examinations connected with mining in South Wales and Monmouthshire, and the offices of her Majesty's Woods and Forests, and of the mineral inspector for his Royal Highness the Prince of Wales are situated in the town.

There are in Cardiff a great number of associations, societies, and other combinations of professional and commercial men, some of them belonging to Cardiff only, while others, concerned either with the whole of South Wales and Monmouthshire or parts thereof, have fixed upon it as the most convenient centre for the transaction of their business. Among the former may be mentioned the Incorporated Chamber of Commerce, the Cardiff Incorporated Law Society, the Medical Society, the Cardiff Teachers' Association, Cardiff Architects' Society, Cardiff Shipowners' Association, Cardiff Grocers' Exchange, and Cardiff Trades' Council. Among the latter the most prominent are:—The Monmouthshire and South Wales Coalowners' Association, the Press Benefit Society, the South Wales and Monmouthshire Clerks' Association, Cardiff and Bristol Channel Centre of the Institute of Marine Engineers, and the South Wales Institute of Engineers. Amongst associations not finding a place in the above lists are the Cardiff and County Horticultural Society and the Cardiff Horse Show.

Cardiff Castle.



CARDIFF CASTLE, FROM CASTLE STREET.

Though Cardiff is not now, as of old, dependent for its existence upon its Castle, this noble building may be safely described as the finest of the many architectural monuments of the town. Viewed from whatever standpoint, its appearance is striking, whilst there is, no doubt, that to the spacious and beautiful grounds by which it is flanked, Cardiff owes no small part of its salubrity. The mere mention of the Castle takes us back to the stirring days of old, when knights and dames in all their pride, and the varied pleasures of the tourney and the chase, mingled with the more stirring scenes of war, were the most striking features of the locality.

There is strong reason to believe that the Castle occupies the site of an ancient British fortification, and still stronger reason for supposing that during the Roman occupation the place was the first "iter" from the great station at Caerleon on the Via Julia Maritima. About the middle of the last century the remains of a Roman hypocaust were discovered in the Castle yard, and at the same time a coin of the reign of Trajan was unearthed.

When the Romans were compelled to withdraw the government of Wales gradually reverted to its original proprietors, and it is presumed that the local British princes maintained their sway, from Tewdric, Arthur, Morgan, and the rest of the ancient reguli down to the time of Iestyn ap Gwrgan, who, as we have seen elsewhere, lost his kingdom to the Norman invader, Robert Fitzhamon. Fitzhamon was a chieftain of renown, and is said to have been, as well as lord of Cardiff, lord of Bristol, Earl of Gloucester, and founder of the Abbey of Tewkesbury. He was in the company of William Rufus at the time when that monarch met his unexpected death. He died himself in 1105, from wounds received at the Battle of Falaise. Robert, Earl of Gloucester, succeeded Fitzhamon as lord of Glamorgan, and it was during his occupation that Robert, Duke of Normandy, was imprisoned at Cardiff. After this the Castle fell on evil days, being successively overrun by the British chieftains Ivor Bach and Owen Glyndwr, the latter of whom reduced both the Castle and the greater portion of Cardiff to ruins. After the death of William, Earl of Gloucester, the lordship and Castle became the possession of various noble families, through the want of male issue and inter-marriages, until the time of Edward VI., when the lordship was sold to Sir William Herbert, afterwards Earl of Pembroke and Lord of Cardiff.

During the Civil War, the Castle, held by the Royalists, was besieged from a spot on the west side of the town, near Plasturton, and was taken (so it is said) in consequence of the treachery of a deserter. It was re-taken by the Royalists, but in the result fell into the hands of the Parliamentarians. The fine old ruin subsequently became the property of the Earls of Windsor, and, by marriage, passed to the family of its present noble owner, the Marquess of Bute, Baron Cardiff.

A word may be said here about the Marquess of Bute. This distinguished scion of the peerage was born September 12, 1847, and the following year succeeded his father, the first marquess. Lord Bute was educated at Harrow and Christ Church, Oxford. In 1872 he married the Hon.



THE GRAND STAIRCASE.

Gwendolen Mary Anne Fitzalan-Howard, eldest daughter of the first Baron Howard of Glossop, and has issue John, Earl of Dumfries (born 1881), Lord Ninian Edward and Lord Colum Edward, and a daughter, the Lady Margaret (born 1875). His lordship's principal seat is Mount Stuart,

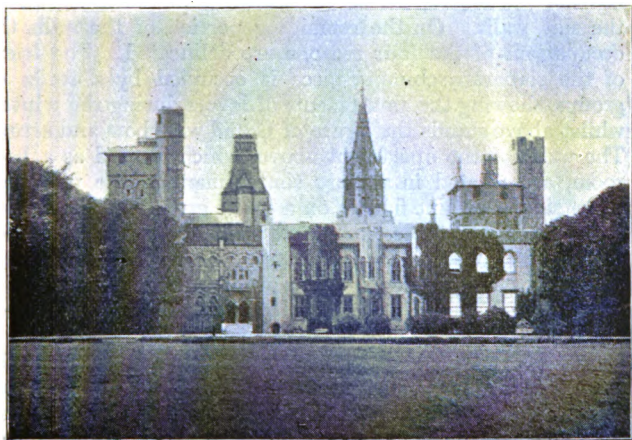
in the Isle of Bute, a princely residence. Lord Bute is (amongst other titles) a Knight of the Thistle, LL.D. of Glasgow University; he is Lord Lieutenant of Buteshire, Provost of Rothesay, and Lord Rector of St. Andrews University. He served with much distinction as Mayor of Cardiff, 1890-91, his year of office being a specially brilliant one. His munificence to Cardiff and Glamorganshire is far too well known to need a reference here. It is not only of an ample character, but (what is equally important) it is always alike timely and judicious. Amongst the distinguished ancestors of the Marquess was Earl Bute, a famous statesman of the last century. His lordship is the patron of nine livings, including St. Mary's, Cardiff, but, being a Roman Catholic, he cannot present. His arms are:—

Quarterly: 1st and 4th or, a fesse chequy argent and azure, within a double tressure flory counterflory gules, Stuart; 2nd and 3rd argent, a lion rampant azure, Chrichton. Crests: 1st, a demi-lion rampant gules, and over it the motto "Nobilis est ira leonis"; 2nd, a dragon vert, flames issuing from the mouth proper. Supporters: Dexter, a horse argent, bridled gules; sinister, a stag proper, attired or. (Debrett.)

The entrance to Cardiff Castle is from High-street, through the ancient gateway, having upon its left a square tower named after Robert, Duke of Normandy. Upon entering the grounds, visitors will at once perceive that the Castle consisted of two wards or bailies, the outer one containing the shire hall and other buildings, whilst the inner contained the Castle proper. These wards were divided by a thick wall, the foundations of which now only remain. This wall connected the square tower already mentioned and the Castle with the Keep. The architectural vicissitudes through which Cardiff Castle has passed have been extraordinary. Ever since he attained his majority, Lord Bute has devoted great thought and large sums of money to the restoration of this noble and deeply interesting monument of antiquity, having entrusted the work to the late Mr. Burges, R.A., a man whose knowledge of all matters relating to architecture was of the most comprehensive and trustworthy character, and whose sudden death caused such a gap in his profession. When Mr. Burges was consulted respecting the restoration of the Castle, the building presented an appearance far different from what it does at the present moment. It was surrounded by small and unsightly

buildings, which it was necessary to remove before the restorer could commence his work.

In the first place, the curtain wall running from the entrance tower to the present clock tower was restored, and the parapet with its embrasures and arrow slits once more occupies the proud position it held in former centuries. This parapet was covered in, and now affords communication with the clock tower at the south-west angle of the curtain wall. This tower has been built with a view to



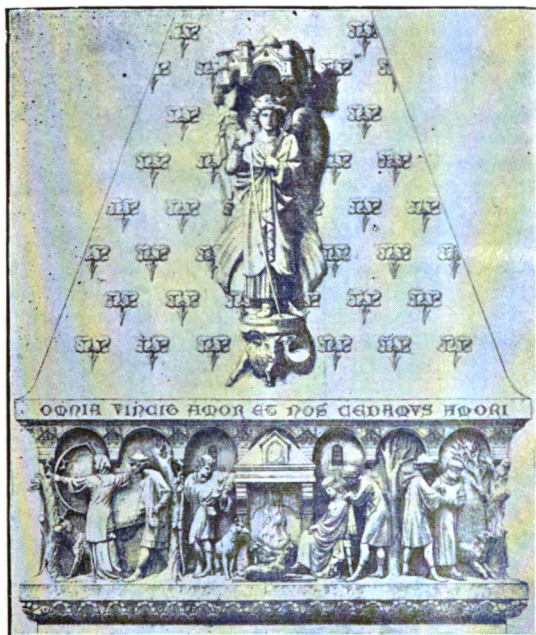
THE CASTLE FRONT.

three requirements, viz., the improvement of this portion of the town, the provision of a clock, and of a set of private apartments for the Lord of the Castle. Externally the tower is of commanding appearance, while much taste, care, and skill were applied to the decoration of the interior, glowing, as it does, with colour. Outside, about seventy feet from the base, each face of the tower is divided into three arched panels, the centre one being occupied by the clock face, while those on each side contain statues of Mars, Jupiter, Sol, &c., the pedestals upon which they stand being carved with the signs of the zodiac, which they respectively govern. The whole is surmounted by a roof covered with lead, decorated with tinned stars. In the interior of the tower the rooms are highly decorated. On a

level with the great curtain wall is the winter smoking room, the prevailing colour—which also acts as a back ground—being dark blue. Upon this are figures, painted in light and beautiful colours, whilst the upper part of the windows that light the rooms are in stained glass, with pictorial representations of the gods from whom our Saxon ancestors named the days of the week. The central boss of the vaulting is carved into a representation of the sun. On the eight spandrels of the vaulting are eight of the twelve signs of the zodiac, the other four being placed in circles on the side walls. On the remaining portion of the walls the occupations of the four seasons are delineated. The frieze of the elaborate chimney-piece is occupied by a series of groups, showing the amusements of lovers during the winter, whilst above stands the figure of Cupid with bow and arrow. The walls of the apartment above, which is used as a bedroom, are treated in a more simple manner, the paintings being simply outline figures on a white ground. The stories represented are those connected with the precious stones and metals. The next apartment contains the clock, and above this is the kitchen. The uppermost room has been appropriated for a summer smoking-room, which is handsomely fitted up. The floor is of tiles representing the length of the lives of various animals such as formerly existed in the pavement before the high altar at Westminster. The chimney-piece is similar to the one in the winter smoking-room, with the exception that the subject is Love in Summer. A low dado of red marble runs round the room, and between the windows are painted tiles, with subjects illustrating the legends of the zodiac. Above all these runs a gallery, lighted by a clerestory, the latter surmounted by a dome divided into panels, in which are represented the four elements and the constellations.

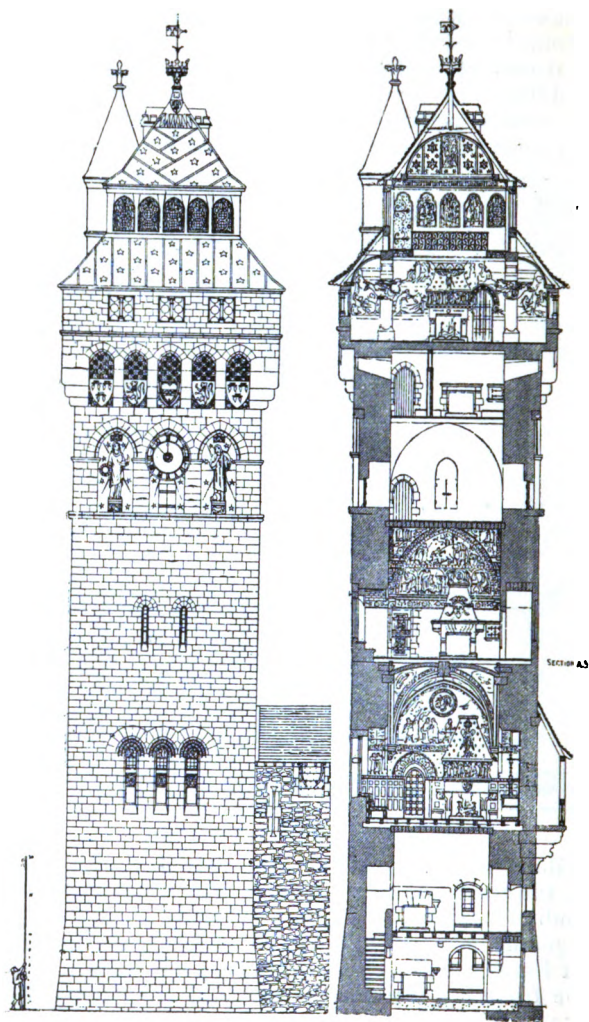
The grand staircase of the Castle consists of two flights, and leads from the entrance hall—on which level the library is situated—to the great hall. In the centre is a marble column, from which springs the groining of the ceiling. On the level of the landing at the top there is a gallery on two sides, formed by a second plane of tracery, which goes all round the inside. The columns are of marble, and the steps of rose-coloured granite. From the grand staircase entrance is obtained to the Banqueting-hall, a noble room lined with carved walnut wainscoting, above which are

frescoes representing incidents in the life of Robert, Duke of Gloucester. From this handsome and historic apartment an entrance is obtained to a beautiful octagonal staircase, highly decorated; and from this access can be gained either to the Library or the Private Chapel, the latter being one of the richest portions of the Castle. It is lined with marble, diapered with enamelled shields; the walls



CHIMNEY CORNICE, WINTER SMOKE-ROOM.

and ceiling being covered with the most beautiful works of art illustrating sacred subjects. The altar represents the tomb of our Saviour, outside of which are the figures of the guards in bronze. On the left of the Banqueting-hall is Lord Bute's sitting-room, exquisitely decorated in colours, and the frieze has the story of the local saint of the Isle of Bute. Beyond this is an apartment fitted up most elaborately and on the highest principles of art. The peristyle here, with its beautiful flowers, the grand and exquisite



THE CLOCK TOWER—ELEVATION

fountain, the luxurious appointments, the walls with paintings representing the trial of faith between Elijah and Ahab, its bronze and exquisitely inlaid doors, form a scene of surpassing grandeur.

The Library is a magnificent apartment, 75ft. by 23ft., beautifully furnished and decorated. Of the books a writer has remarked that, "viewed from an æsthetic or a literary point of view, the truly unique collection is a fair reflex of the mind of its noble owner. It differs from the libraries of most ancient families, inasmuch as, instead of being the accumulation of many generations, it has been entirely collected by its present possessor." The Library, as might be expected, is specially rich in works pertaining to ecclesiastical history. None of the Marquess's MS collections are at Cardiff.

It has been well said that the decorations of the Castle "are not only legible, but to read them is a treat to educated people. The thoughts and occupations of the owner are translated on the things surrounding him. There is a style in them—not the style of the multitude, but of a grand seigneur, who from circumstances has more sympathy with the past than with the present; who is poet enough to choose poetical subjects for the decoration of his rooms, and who, blessed with vast hereditary possessions, chooses to make a little world of them and live in it."

In the Castle grounds are the ruins of the Herbert Mansion, of the Grey and the Black Friars, all carefully preserved by the noble Marquess. The outline of the Grey Friars may be caught through the trees by anyone standing on Cardiff Bridge. On the wall which separates the Castle grounds from Castle-street are a series of animals modelled by Nicholls, and remarkable for truthfulness and vigour of execution.

The Castle may be viewed, in the absence of the family, by payment of a small sum, the latter, by Lord Bute's direction, being devoted to local charity. A full description of the edifice, from a master hand, may be found in G. T. Clark's "*Mediæval Military Architecture*." That distinguished archæologist declares that the Castle (whose total area is ten acres) would, with disciplined troops, be impregnable—doubtless, in the absence of artillery. A very interesting account of the Castle also appears in Cassell's "*Historic Houses of the United Kingdom*."

Public Buildings.

THE TOWN HALL.

Although we commence this section, as in duty bound, with the Town-hall, it will be apparent to the visitor almost at the first glance that this building, excellent as it is, is in no way commensurate with the present municipal importance of Cardiff, and that it must before long become as obsolete as in its day was the old Town-house which the present edifice superseded. The Town-hall in St. Mary-street was erected in 1849, from the design of Mr. Horace Jones, of London, and of its kind is a handsome building, with a facade which is classical and ornate. Embracing the two storeys of the front are four Roman Ionic capitals with festoons surmounting plain cylindrical shafts, which are coupled together on massive pedestals of Forest stone, and above the main cornice is an attic storey which provides height for the coved ceiling of the Assembly Room. The vestibule, which is entered by three arches, is occasionally used as a corn exchange, and gives access on the north side to a private apartment and newsroom for members of the Corporation, and on the south side to the Mayor's Court, formerly the police-court, which is now utilised as a place of meeting for committees, coroners' juries, &c. From the middle of the vestibule runs a corridor, which is about twelve feet in width, and extends to the extremity of the building, where there is a descent of steps and doorway leading into the yard. On the south side of this corridor is the Crown Court, and on the north side the Nisi Prius Court. Diverging north and south from the corridor is a passage opening into the Grand Jury Room, the Judges' Retiring Room, the Robing Room, and the Law Library. Above, and approached by a staircase from the vestibule, is the Assembly Room—a commodious hall, in which public meetings, mayors' banquets, &c., are held. At the head of the room are two handsome fluted pillars standing at either side of an alcove in which the platform is usually

placed. On the west side is an orchestral gallery, and at the lower end an ante-room of moderate dimensions. In the Assembly Room is a fine painting of Ivor Bach of Castell Coch, compelling the captive Norman Earl to sign his own renunciation of stolen estates in Morganwg. The ground on which the Town-hall stands slopes from St. Mary-street to Westgate-street, and this enabled the architect to provide



THE TOWN HALL.

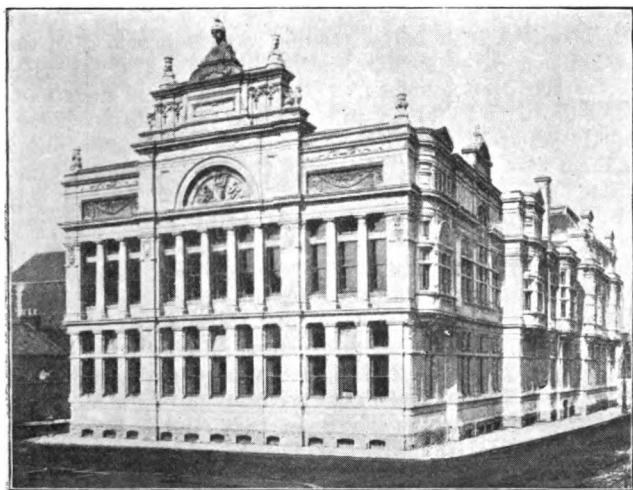
for the cells which are placed underneath the building. These cells are now only used during the sittings of quarter sessions and assize. In 1876, the Town-hall premises having become totally unequal to the demands made upon them, Messrs. James, Seward, and Thomas were requested to prepare plans for a new Council Chamber and Town-clerk's offices; but ultimately it was decided to carry out a more comprehensive scheme by which all the additions required might be erected at once. The architects, therefore, enlarged their scheme, retaining the original proposition of erecting the Council Chamber and a portion of the offices on the grand jury room block at the rear of the Town-hall. The police-station, superintendent's residence, police-court, and magistrates' office, were placed in an entirely new block

erected on vacant land adjoining the hall, with a frontage to Westgate-street. The walls of the Council Chamber are adorned with a series of portraits of the municipal worthies of Cardiff, including an admirable full-length painting of the Marquess of Bute. The fire brigade premises, with their admirable contingent of engines and other appliances, are well worth a peep: the motto of the brigade, under Superintendent McKenzie, is "Ready, aye ready!" Plans are being considered for the erection of new municipal buildings on lines worthy of the present position and future requirements of the borough.

THE FREE LIBRARIES.

The municipal authorities of Cardiff have dealt in right generous fashion with the Free Library, the result being that the institution is at present one of the finest and most progressive in the provinces, and in every way worthy of the position and reputation of the town. In 1861, the rate-payers having refused, in a public meeting, to adopt the Public Libraries Acts, a number of the leading townspeople issued a circular which contained the details of a scheme for the formation of a Free Library. The promoters proposed to start the institution as an experiment for twelve months on the voluntary principle, and they appealed for funds for the purpose. The appeal was not made in vain, and early in the following year the library was opened in a temporary building on the site of the present Royal Arcade. The unprecedented success of the undertaking paved the way for the subsequent adoption of the Public Libraries Act, which took place in 1862. On the 27th of October in that year the council appointed a committee to undertake the management of the institution. The library thus became the property of the burgesses, and the object which the promoters had in view was accomplished. Shortly afterwards the library was removed to premises in St. Mary-street, rented from the committee of the Cardiff Y.M.C.A. In 1866 the Science and Art Schools were established, and in 1867 the Naturalists' Society (which had as one of its main objects the establishment of a

Museum in connection with the Library); and thus the institution continued to grow until the necessity of providing a new building was once more recognised. During the subsequent ten years several tentative schemes were propounded by gentlemen interested in the welfare of the institution, but nothing definite was accomplished until 1879. In that year the Corporation resolved to offer a premium of £100 for the best design for a Free Library, Museum, and Science and Art Schools, to be erected on a site in Working-street. No less than one hundred and four sets of designs were sent in from architects in various parts of the country.



THE CENTRAL LIBRARY.

These received careful consideration by the building committee, the one finally selected being the work of Messrs. James, Seward, and Thomas, with an estimated cost of £8,000. On the 27th of October, 1880, the foundation stone was laid by the Mayor of Cardiff, Mr. J. M'Connachie; and the various departments of the institution were opened to the public, with considerable ceremony and eclat, by Mr. Alfred Thomas, M.P., the Mayor of Cardiff for 1882. The

building as then erected was one of the leading structures of Cardiff, but so rapid has been the growth of the library during recent years as to necessitate an enlargement of the premises. This work has been carried out upon the adjoining site. The new building—opened in 1896 by his Royal Highness the Prince of Wales, who visited Cardiff in company with the Princess of Wales and the Princesses Victoria and Maud of Wales and suite—consists of two large and handsome reading rooms, one situated on the ground floor, for newspapers and periodicals, and the other on the first floor, for the reference library. The older portion of the building is now utilised for the lending library on the ground floor, and for book storage on the first floor. A large ladies' reading room is provided on the ground floor close to the lending library. The reference library has been enriched by several handsome donations. The late Judge Falconer, an old friend to the library, sent, shortly before his death a large number of volumes, many of them rare and valuable. The Cardiff Exhibition Committee (1881) presented some important works, and the Trustees of the British Museum have also presented their valuable publications, including a set of the Autotype fac-simile of the "Codex Alexandrinus" and many rare and valuable books on Antiquities, Art, Natural History, &c. The Most Hon. the Marquess of Bute has given a complete set of the publications relating to the survey of Western Palestine, including the large and small maps and plans. A complete set of Specifications of Patents from 1871 was added to the library in 1886, and is kept up to date. In 1891 Mr. Herbert M. Thompson, M.A., purchased and presented a large section of the scientific library of the late Professor W. Kitchen Parker, F.R.S. The Marquess of Bute, Mr. John Cory, and many others have subscribed liberally for the purchase of books and MSS. for the Reference Library. The latter is rapidly becoming a collection of immense importance, and students find there valuable works of Art, History, and Science, which would otherwise be quite beyond their reach. An effort is also being made to collect books in Welsh and relating to Wales, and gratifying progress is chronicled in this direction. The "Tonn" Library, collected by the Rees family of Llandovery, and the famous collection

of Welsh MSS. collected by the late Sir Thomas Philipps, Bart., have been purchased and added to the library. The Welsh collection comprises in all some 7,000 printed books, 2,000 MSS., and thousands of prints and drawings. The lending library is most extensively used, and, in addition to a collection of recreative literature, contains good collections of books upon Art, Science, Mechanical trades, English Literature, History, French books, an extensive collection of Music, a collection of books in embossed type for the blind, and a good library for boys and girls. A complete catalogue of the lending library was published in 1894. There are also catalogues of books suitable for boys and girls, and of books for the blind. All these are issued under the editorship of the librarian, Mr. John Ballinger, to whom the institution, as well as the public, is under a deep debt of gratitude for valued services rendered during a series of years, the result of which is apparent in the high standard attained by the library, which to-day is one of the finest and most complete in the provinces. The library contains about 66,000 volumes, and the annual use by the public exceeds 200,000 volumes. Branch Reading Rooms have been opened at Cathays, Roath, Canton, Grange-town, the Docks, and Splotlands.

THE MUSEUM AND ART GALLERY.

The Museum is at present housed in the same building as the Free Library, but will shortly be removed to more suitable and commodious premises at Cathays Park. The earliest public museum in Cardiff was in the old Athenæum and Mechanics' Institute, and was promoted by Dean Conybeare, of Llandaff. This institution fell into difficulties, and at length was broken up, the greater portion of the books and museum specimens being subsequently transferred to the Glamorganshire and Cardiff Scientific Institution, which had its home in Crockherbtown, in the building now occupied by the Official Receiver, and immediately adjoining the National Schools. This institution, after some years of active and useful work, collapsed, primarily through want of adequate support, and for years after its valuable library, and excellent collection of geological, numismatical, and

general exhibits were stored on the premises unscen, uncared for, and practically forgotten by the public. Ultimately, however, the Free Library Committee took the matter up, and, after considerable delay, the least valuable of the books and specimens were handed over to the Free Library, which transferred them to its shelves at St. Mary-street. The late Mr. William Adams, then chairman of the Cardiff Naturalists' Society, and a number of other gentlemen, collected subscriptions and contributed specimens, and in 1867 a room in the Free Library (St. Mary-street) was opened as a museum. For several years the museum was in charge of honorary curators, and was opened to the public two evenings a week. The Free Library Committee, finding that their old premises were too small for the growing institutions under their management, erected the present building in Trinity and Working Streets in 1882, appropriating the upper storey for a museum. Hitherto the collection consisted almost entirely of natural history specimens; but in 1881 about £250 of the profits of a Fine Art and Industrial Exhibition, held in Cardiff, were spent in the purchase of fine art objects for the museum, and Sir Edward Reed, K.C.B., M.P., presented a large oil painting, "Noon on the Surrey Hills," by the late Vicat Cole, R.A. Shortly afterwards a magnificent collection of thirty-eight oil paintings, estimated as worth about £10,000, was presented by the late Mr. William Menelaus, J.P. Since then the Fine Art department has made steady progress, and has been greatly enriched from the collection of the late Mr. J. Pyke Thompson, who was during his lifetime one of the warmest friends of the museum. The collection of old Welsh (Nantgarw and Swansea) porcelain bids fair to become the best in existence, if it is not already so. There is a small but excellent collection of Welsh sculpture, Milo ap Griffith and Mr. Goscombe John being the best represented. In "Morpheus," a life-sized statue, presented by the latter sculptor, the Art Gallery possesses one of his best and most characteristic works. Old local maps, and engraved views and portraits, casts of Glamorganshire Pre-Norman inscribed and sculptured stones, British birds, and very extensive collections of fossils and minerals are the other chief features of the museum. Since March 1, 1893, the institution has been supported by a rate levied,

and managed by a committee appointed, under the Museums and Gynnasiums Act of 1891. Mr. John Ward, F.S.A., is the capable and courteous curator.

COUNTY OFFICES.

The offices of the Clerk of the Peace for Glamorganshire are located in a building erected in 1882 from designs by Mr. Horace Cheston, of London, on a site having a frontage in Westgate-street. The structure is a handsome one, and the internal arrangements are of an excellent and complete character, and include Clerk of the Peace's office, committee room, clerk's office, inspection room, book room, record room, and domestic apartments for the caretaker in residence. It is probable that the rapid development of the county and the increased work entailed by the new parish councils, &c., may result ere long in the remodelling of the premises.

THE POST OFFICE.

The splendid new Post Office at Westgate-street, with the thousand or so employees connected with it, is surely the very antithesis of the "one small office" and solitary "post-woman" of sixty years ago. Even in 1840, when Cardiff's trade had received a great impetus, there was but one delivery per diem. As years went by, however, the accommodation greatly increased, and, in 1868, a commodious office for postage and inland revenue was erected in High-street, this in its turn being replaced by the noble building in Westgate-street, one of the finest establishments of the kind in the provinces, and which abundantly shows the confidence that the central authorities repose in the future of Cardiff. The new office covers an area of 4,000 square yards, and the total cost of the land and building has been £75,000. The frontage is 215 feet in length, and the height from the pave-

ment to the parapet is 61 feet 6 inches, while the central tower rises to nearly double this height. The building has four floors, and in the instrument-room accommodation is provided for no fewer than 300 telegraphists. This is necessary, for the number of telegrams received and trans-



TH: GENERAL POST OFFICE.

mitted yearly is over 4,000,000. Other figures relating to the Cardiff district are equally startling. In the district there are 104 post-offices, 197 letter-boxes, and 44 telegraph offices. The number of persons employed is 947, and the number of letters delivered weekly is 400,000, the number posted being about the same. There are eight deliveries of letters a day. One-third of the employes are in the telegraph department. The postmaster is Mr. G. Fardo.

CUSTOM HOUSE.

The Custom House occupies a block of buildings on the corner of Custom House-street, facing the Canal. It was erected in the year 1845. The unsuitable position of the Custom House has lately necessitated the transfer of the essentially shipping department to a temporary office in Mount Stuart-square, pending the erection of a permanent home in Bute-street.

BOARD OF TRADE OFFICES.

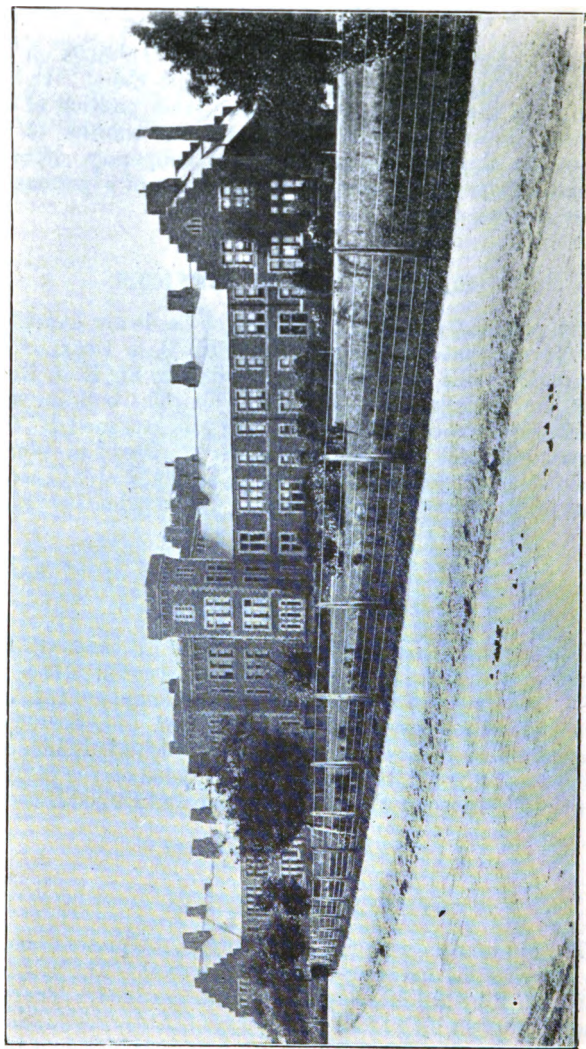
The principal offices of the Board of Trade are located in the Government Buildings, Bute-place, Bute Docks. The foundation stone of these offices was laid by Sir E. J. Reed, M.P., on Thursday, September 9, 1880. The building is in the Doric style of architecture, and was designed by Mr. Rivers, architect and surveyor to H. M. Board of Works. The district extends from Barmouth, on the Welsh Coast, to Lynmouth, on the Devonshire Coast, and includes Gloucester.

THE SANATORIUM.

The Borough Hospital for Infectious Diseases on Ely Common was opened by the mayor (Alderman Carey) in 1895, and is deemed one of the most complete and well arranged isolation hospitals in the kingdom. The site of the sanatorium occupies some twelve acres. The building consists of eight blocks, the wards being erected on the pavilion principle. The cost of the sanatorium was £40,000.

THE MARKET HALL.

The old market hall was on the site of the present one, at St. Mary-street, and erected in the year 1836. The new hall was opened by the Marchioness of Bute in 1891. The hall is some 200 feet by 80 feet, with a large fish market adjoining the eastern end. The premises are light and airy, and their general appearance is most imposing.



THE BARRACKS.

THE CORPORATION BATHS.

These are in Guildford-street, near the Taff Vale Station. The baths are open, on week days only, all the year; in summer, from 7 a.m. to 8 p.m.; in winter, from 8 a.m. to 7 p.m. There are three swimming baths, viz.:—Men's 1st class, 6d.; men's 2nd class, 3d.; and women's, 4d.; also separate baths at prices ranging from 4d. to 1s.; and a fine Turkish bath, 1s. Monthly, season, and annual tickets may be had; also swimming lessons by a competent teacher. One of the baths is covered over and used as a gymnasium in the winter.

MAINDY BARRACKS.

To north of Cardiff, on the way to Maindy, stands the Barracks, a magnificent pile of buildings erected by the War Office, in 1871, at a cost of £60,000. The Welsh Regiment (the 41st) is attached to this district.

HER MAJESTY'S PRISON.

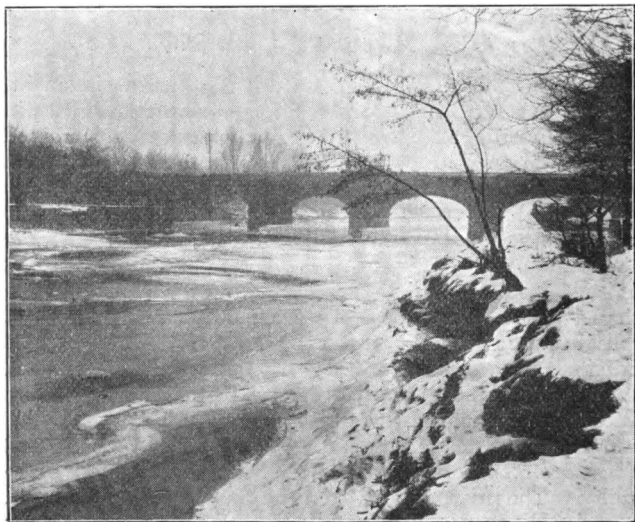
The old County Prison of Cardiff occupied a site in St. Mary-street, contiguous to the borough market. It was in occupation till 1832, when a new gaol, which was commenced in 1826 on the site of the present structure, in Newtown, was completed. This erection consisted of a governor's house, with wings on each side for male and female prisoners, the total accommodation which it contained being about 200 cells. The present prison was begun in 1854 and finished in 1857. In 1876 a new wing for females and a chapel were added, at a cost of £30,000. The number of cells in the gaol as it now exists is 319. Many notable criminals have been confined within the walls of the gaol, amongst them being five murderers, Pritchard Lewis, alias Dick Tamar, John Lewis, John Webber, David Roberts, and Thomas Nash, all of whom were sentenced to death and hanged for the offences of which they were found to be guilty. The prison, which is in the Sir Joshua Jebbs' style, is under the management of Mr. Howard, governor, and the staff of warders consists of 17 males and 5 females.

ELECTRIC LIGHTING STATION.

Cardiff is being rapidly lit with electricity, the power being supplied from works on what was formerly Canton Common, the site admitting of large extensions when the same become necessary. The plant employed is on the high tension, alternating current system, with rectified current for the street arc lamps. The gas illumination of the borough commenced in 1837, the handsome offices of the company being at Bute-terrace.

CARDIFF BRIDGE.

The fine bridge which carries Cowbridge-road over the Taff has had several predecessors, and before their time there was probably a ford at the spot. Leland, 300 years ago, spoke of "Pont Cairdife, of wood," and went on to explain that it was useless building a more permanent structure because

**CARDIFF BRIDGE (Winter).**

of the sudden violence of the Taff, which, by the way, is still a characteristic of the river. Somewhat later a stone bridge was erected, but this was destroyed during the Civil War. The next bridge lasted till 1796, and, being then very ruinous, was re-placed by a structure of five arches. This again was re-placed in 1859 by the present bridge, which was widened in 1877, a portion of the former bridge being still visible a few yards to the north. The present bridge has four elliptical arches, each of 45 feet span, and the widening was carried out by means of cantilevers. Cardiff (or Canton) Bridge has a highly picturesque appearance, with its ornamental lamps and railings, and the view both up and down the river is a charming one, especially when there is abundance of water. Further down the river are the Wood-street, Great Western, Clarence, and other bridges.

CLARENCE BRIDGE.

This imposing structure was opened in 1890 by the late Duke of Clarence and Avondale. The bridge connects Grangetown with the Docks district, and comprises a central swinging span of 190 feet, providing two openings each of a clear width of 72 feet for the passage of vessels navigating the river, and two end fixed spans each 132 feet from centre to centre of end pins, and forms the principal feature of the works carried out under the powers of the Cardiff Corporation Act, 1877. The works comprise the formation and construction of two-thirds of a mile of new roads 50 feet wide, half a mile of roads 40 feet wide, a bridge over the Taff 464 feet long, and one of 104 feet over the Glamorgan Canal. The abutments, &c., of the bridge are of Pennant stone and grey Cornish granite, and the superstructure mainly of mild steel. At the time of erection the Clarence Bridge was the largest swinging road bridge in the country.

Places of Worship.

As becomes the metropolis of Wales, Cardiff is rich in places of worship, whilst its cosmopolitan character is seen in the variety of creeds represented. The Churchman, the Roman Catholic, the Nonconformist (whatever his sect), the Hebrew, the Spiritualist, the Theosophist, the Agnostic, each and all, and many more, find congenial quarters. We are less concerned here with opinions than with what interests the sightseer, and to him can specially be commended St. John's Church, with its fine interior and venerable history, St. Mary's, the handsome temples of St. German's and St. James', the Roman Catholic fanes at St. Peter's and Charles-street, the striking Jewish Synagogue, Wood-street (the largest Nonconformist chapel in Cardiff), and the fine Presbyterian Church at Windsor-place, Roath-road Wesleyan Chapel, Pembroke-terrace Calvinistic Methodist Chapel, and Tabernacle Welsh Baptist Chapel, on the Hayes, with its memories of a former pastor, the sainted Christmas Evans. As will be seen from our historical sketch, the Established and Roman Catholic Churches, as well as the Nonconformists, have much reason to feel pride in the history of Cardiff, and to-day a couple of hundred places of worship testify to the efforts made by men of many a creed to minister to the spiritual and moral welfare of a great and busy centre. It would be pleasant to make special mention of the devoted and often scholarly and cultured men who are labouring in many ways to one common end, but the exigencies of space forbid.

ST. JOHN'S CHURCH,

or, more correctly, the Parish Church of St. John the Baptist, is the only religious edifice in Cardiff at present in use that has serious claims upon the archæologist. It, therefore, takes precedence of all other places of worship, and will, doubtless, without question, be conceded that honour upon all hands. St. John's, as we have seen elsewhere, is nigh

upon 500 years old, and it is likely that the present edifice occupies the site of a still more ancient building. A sixteenth century writer speaks of it as a "faire church," and remarks that the steeple "of all skilful behoulders is very well liked of," a description which still applies with much



ST. JOHN'S CHURCH.

accuracy to this noble and venerable fane. The style of St. John's is perpendicular, though successive restorations, not always judicious, have robbed it of many of its original characteristics. In what spirit these so-called restorations used to be executed may be gleaned from Lemuel Jenkins' "History of Cardiff," in which he says (1854), "During the last few years great taste has been displayed in restoring the church. The gaudy painting and gilding with which it was decorated have been carefully scraped off, and the walls coloured, which has added to the beauty of the venerable structure." Surely, this is the very apotheosis of white-wash! The beautiful tower, the finest in South Wales, was built in 1443 by one Hart, who is also understood to have

erected the noble steeples of Wrexham and of St. Stephen's, Bristol. The cost of the work was defrayed by Lady Ann of Warwick, afterwards wife of Richard III. It is surmounted by four open stone lanterns, richly ornamented with pinnacles and vanes, and is in process of much needed reparation, under the careful hands of Mr. Fowler. The tower (which contains a peal of ten bells and an illuminated clock) is a striking object, but so built round that the full effect of its graceful proportions can only be seen with difficulty.

The interior of the church consists of two aisles, separated by lofty arches, resting on massive pillars; and a chancel. Attention may be called to the immersion baptistry at the west end of the north aisle; the numerous and beautiful stained glass windows in the north aisle and Herbert Chapel, where may be seen the Bute Arms, including quarterings belonging to the noble families of Plantagenet, Neville, Beauchamp, Herbert, Stuart, Windsor, Hastings, and others, the blazons embracing a period of some eight hundred years, from the time when the Castle and its lands were wrested by the Normans from their Cymric possessors. Here also are fine monuments erected to the memory of members of the Herbert family of the old Grey Friars Priory, ancestors of the Marquess of Bute, viz., Sir John, secretary to Queen Elizabeth and James II., and ambassador to the courts of France and Poland; Sir William Herbert, afterwards Earl of Pembroke and first Lord of Cardiff. One of the quaint epitaphs records that

"Here lies Anne Herbert by her Hvsband's syde,
His ever lovinge wife she livd and dyed."

The chastely carved stone reredos behind the altar is the work of Mr. Goscombe John, a native of Cardiff, the well-known sculptor. The unique groups of heads on the corbels of the wall-shafts in the chancel are intended "to illustrate the continuity of the church." Beginning with John the Baptist and the Apostle Paul, they go on to include SS. Dubricius and Augustine, Rawlins White (the Protestant martyr of Cardiff), Archbishop Laud, Doctors Pusey and Keble, the present Bishop of Llandaff, and the Rev. C. J. Thompson, D.D., the present vicar—a very comprehensive and fair representation of "the Holy Catholic Church throughout all the world."

St. John's has within the past half century been much renovated and added to. The additions made during the incumbency of the present vicar have been carried out with judicious care, and it is safe to say that there are few churches in the kingdom that bear stronger traces of the constant touch of tender and loving hands. Some £20,000 has been expended on the edifice in little more than a decade, the splendid organ alone (the gift of the late Mr. F. Stacey) costing over £2,000. The church now seats 1,500 persons, and there are 900 free seats. Most of the tablets and brasses have been carefully placed in the tower, where they will be safe from "Time's effacing fingers" for many a century to come.

The living of St. John's is in the gift of the Dean and Chapter of Gloucester, and has been held since 1875 by the Rev. Canon Thompson, whose zeal for the Church in Cardiff is only equalled by the interest he takes in all branches of social and public work. A handsome brass tablet near the west door serves as a memorial of the gratitude and esteem of Dr. Thompson's parishioners for a devoted and untiring servant of the Church.

ST. MARY'S.

But for the disastrous flood of 1607 St. John's would have a serious rival in the parish church of St. Mary which at that date was undermined and washed away. This edifice, there can be no doubt, was a most imposing one, and it is a thousand pities that it should be lost for ever to Cardiff. After the disaster St. Mary's and St. John's parishes were united for many years, but in 1843 the present church of St. Mary's was re-built, and was consecrated shortly afterwards. At that time pieces of poetry having reference to the event were contributed by several hands, Wordsworth amongst them, whose beautiful lines may here be inserted :—

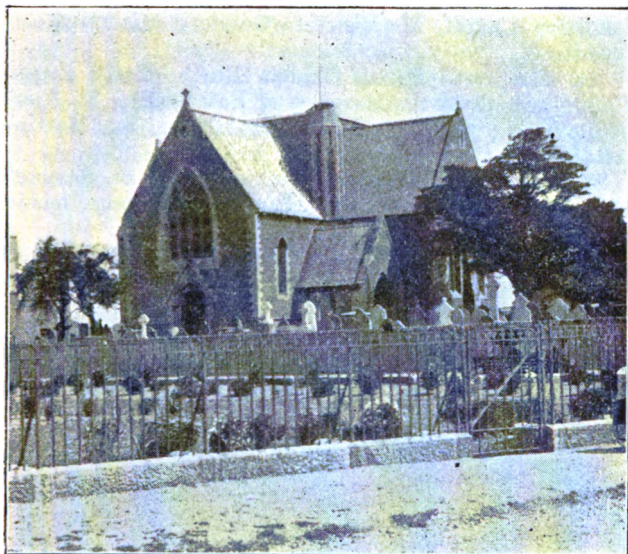
When Severn's sweeping flood had overthrown
St. Mary's Church, the Preacher then would cry,
"Thus, Christian people, God His might hath shown
That ye to Him your love may testify.

Haste and rebuild the pile!" But not a stone
Resumed its place. Age after age went by,
And Heaven still lacked its due; though Piety
In secret did, we trust, her loss bemoan.
But now her spirit has put forth its claim
In power, and Poesy would lend her voice.
Let the new work be worthy of its aim,
That in its beauty Cardiff may rejoice!
Oh, in the past, if cause there was for shame,
Let not our times halt in their better choice!



ST. MARY'S CHURCH.

St. Mary's is in the Romanesque style, and seats some 1,800 people. The living is in the gift of Lord Bute, and has been held since 1872 by the Rev. G. A. Jones, M.A.



ST. MARGARET'S, ROATH.

OTHER CHURCHES.

Besides St. John's, already described, the parish of that name contains the following churches:—St. James', Newport-road (erected 1894, with a spire 160 feet high); St. Alban's, Blackweir; St. John's Mission Room, Queen-street.

St. Mary's Parish has, besides the church of that name, St. Dyfrig's, Wood-street (Early English), and St. Michael's, Hodge's-row.

St. Andrew's Parish Church, St. Andrew's-crescent (1860, Early English Gothic); St. Teilo's, Cathays; St. Illtyd's, Cathays; St. Cuthbert's Mission (Gothic).

St. Stephen's, West Bute-street; St. Stephen's Mission Room.

All Saints', Tyndall-street (1856, Gothic); Eglwys Dewi Sant, Howard-gardens (Welsh, 1891, Decorated Gothic);

Cemetery Chapel, Moira-street (Gothic); Mission Room, Ivor-street.

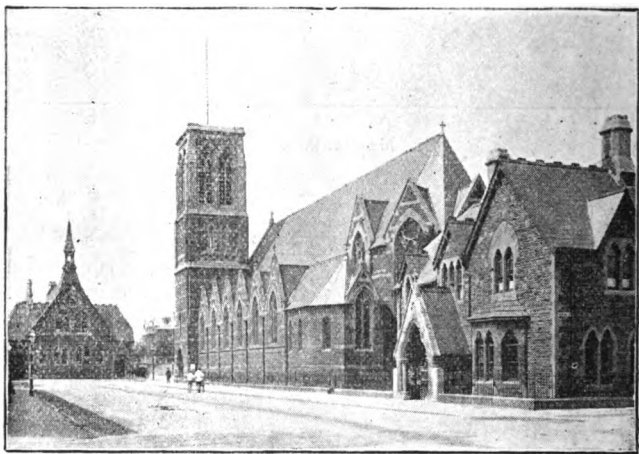
St. Margaret's Parish Church, Roath (Early English Gothic, re-built by the Marquess of Bute 1868); St. Ann's, Crofts-street; St. Agnes', Bertram-street; St. Martin's, Albany-road.

St. German's, Metal-street (Gothic, 1884); St. Saviour's, East Moors (Gothic); St. Francis, temporary mission church.

St. John's, Cowbridge-road, Canton (1856, Gothic); St. Paul's, Grangetown; St. Vincent's, mission; Pontcanna mission; Riverside mission, North Morgan-street.

St. Catherine's, King's-road (Gothic).

All Souls' Seamen's Church and Institute, West Dock Basin (opened 1891, and re-placed the old mission ship "Thisbe").



ST. PETER'S (R.C.)

ROMAN CATHOLIC CHURCHES.

There is a numerous Roman Catholic population at Cardiff, which town forms part of the Diocese of Newport and Menevia, the bishop being the Right Rev. John Cuthbert

Hedley, O.S.B., resident at Llanishen. The Catholic Churches include, St. Peter's, Roath (1861, Geometrical Gothic); St. David's, Charles-street (Gothic); St. Mary's, Canton (Gothic); St. Patrick's, Grangetown (Gothic); St. Paul's, Tyndall-street (Early French Gothic); St. Alban's, or the Moors, Swinton-street; the Convent of the Good Shepherd, Penylan; and the Convent of the Poor Sisters of Nazareth.

THE SYNAGOGUE.



THE SYNAGOGUE.

The Jewish Synagogue is a departure in local religious architecture. It is situated at Cathedral-road, and takes the place of the edifice at East-terrace, which was erected in 1858, and enlarged in 1874, and which the Jewish community at Cardiff has now outgrown. The new temple, opened in 1897, accommodates 241 men in the ground floor and 153 women in the gallery, but provision for large extensions has been made. The Oriental style of the Synagogue makes it a very noticeable building: cost over £5,000.

NONCONFORMIST AND MISCELLANEOUS.

English Baptist:—Bethany, St. Mary-street (1807, present chapel, erected in the Italian style, 1865); Elden-road School Chapel, Canton; Hope Chapel, Cowbridge-road (Romanesque); Bethel, Mountstuart-square (Classic); Tredgarville, Parade (Early English Gothic); Pearl-street, Roath; Zoar, Windsor-road (Romanesque); Longcross-street (Early English); Woodville-road, Cathays; Grange-town, Clive-street; Splotlands-road.

Welsh Baptist:—Tabernacle, the Hayes (erected 1821, re-built in the Italian style 1865, the famous Christmas Evans a former pastor); Canton, Llandaff-road (Gothic); Siloam, Mountstuart-square (Classic).

Bible Christian:—Diamond-street, Roath (Victorian); Miskin-street, Cathays (Gothic); and several mission rooms.

English Calvinistic Methodist:—Clifton-street (Gothic); Great Frederick-street (Gothic); Plasnewydd-square (Gothic); East Mocrs; Clive-road; Grangetown Hall; Davies Memorial Hall, Cowbridge-road (1893).

Welsh Calvinistic Methodist:—Salem, Albert-street, Canton (Mixed); Pembroke-terrace (Early French Gothic); May-street (Gothic); Bethania, South Loudoun-square (Classic).

English Congregational:—Wood-street (built in the Italian style, originally a theatre; seats 2,200); Charles-street (Decorated Gothic); Hannah-street (Corinthian); Cowbridge-road; Roath Chapel, Stacey-road (Gothic Iron Church); Star-street, Splotlands (Victorian); St. Paul's, Neville-street; Richmond-road (Gothic); Charles-street Mission Hall, Grangetown.

Welsh Congregational:—Ebenezer, Ebenezer-street (1828); Severn-road; Minny-street, Cathays; Mountstuart-square (Classic).

Plymouth Brethren:—Meeting House, Clyde-street; Grangetown (Gothic); Neville-street (Gothic); Richmond-road; Clive-street and Holmesdale-street, Grangetown; Eleanor-street, Bute Docks; Bradley-street, Roath; Mill-lane.

Presbyterian:—Windsor-place (1866, cost £10,000); Mission Church, Cathays.

Primitive Methodist:—Mount Tabor, Moira-terrace (Gothic); Canton, Severn-road; Cathays, Minny-street; Mount Hermon, Pearl-street, Llandaff.

Society of Friends:—Charles-street.

United Methodist Free Church:—Penarth-road.

Wesleyan Methodist:—Wesley Chapel, Charles-street (original building destroyed by fire 1895); Roath Road (Gothic); Broadway, Roath (Gothic); Cathays (Italian); South Splotlands (Gothic); East Moors; Albany-road; Loudoun-square (Gothic); Conway-road (Gothic); Grange-town (Gothic); Riverside; Bethel (Welsh) Chapel.

Glamorgan Deaf and Dumb Mission, Windsor-place.

Unsectarian Gospel Halls:—Earl-street; Lower Grange; Pontcanna; Bute-road; Bute Docks.

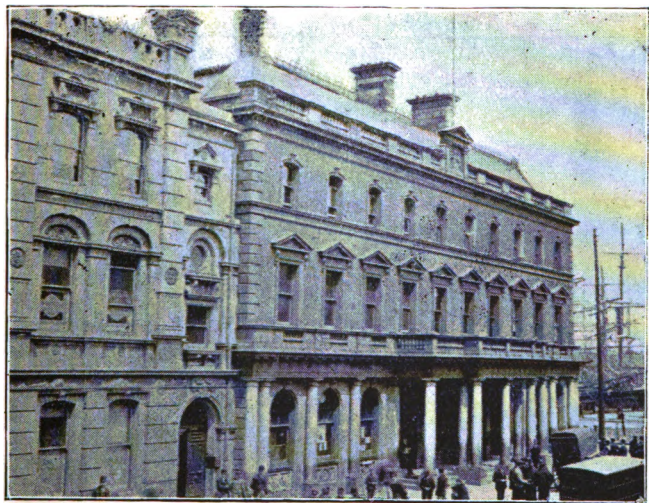
Unitarian:—Tredegarville (Italian Renaissance).

Christadelphian:—Custom House-street.

Salvation Army:—Stuart Hall, the Hayes; Roath; Canton; Grangetown; Cathays; East Moors.

Lutheran:—South-east corner of West Bute Dock.

Free Church, Cathays (Gothic).



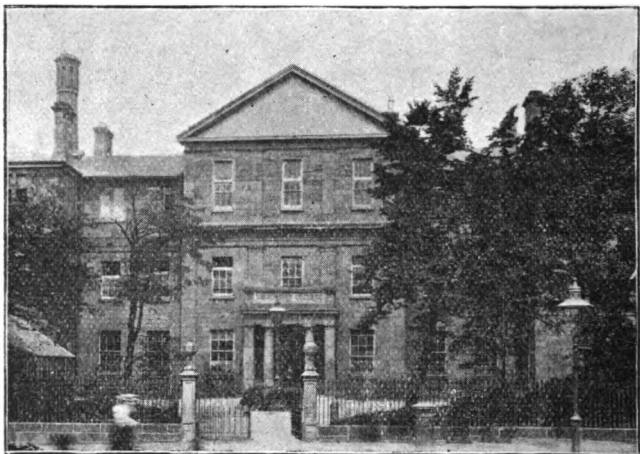
THE DOCKS POST OFFICE.

Educational Establishments.

Cardiff may claim to have shown deep interest in the cause of education, and to have readily and liberally supported every Welsh educational movement. It is the seat of the University College of South Wales and Monmouthshire, and has also Technical and Intermediate Schools, Pupil Teachers' School, Higher Grade School, sixteen Board and nineteen Voluntary Schools, as well as some private establishments.

THE UNIVERSITY COLLEGE OF SOUTH WALES AND MONMOUTHSHIRE.

The University College of South Wales and Monmouthshire occupies the old Cardiff Infirmary buildings, Newport-road, until the erection of new premises, for which funds



UNIVERSITY COLLEGE.

are being raised. To tell the story of the college would be in good part to rehearse the history of Higher and Intermediate Education in Wales. Suffice it to say that Cardiff and Swansea competed for the honour of housing the college. In this "battle of sites," Cardiff had, at least on two important points, a decided advantage. In one hand she brought a monetary subscription of £22,000 and a site of the value of £10,000, and in the other hand she presented a well-considered scheme; whereas her rival, although offering a still more valuable site, had only a comparatively small sum of money to offer, and had no plan of any kind to produce. The choice, therefore, fell upon Cardiff, and the college was inaugurated in October, 1883. Its progress has been gratifying, and it now comprises the following departments:—Faculties of Arts and Science, Department of Applied Science and Technology, Medical School, Departments for Training of Teachers in Elementary and Secondary Schools, and in Cookery, Department of Evening Lectures in Arts, and of Extension Lectures in the Counties of Glamorgan and Monmouth. There are some 400 day students, and double that number attend the evening classes. The most important of the recent additions are the erection of new Chemical and Biological Laboratories and Lecture Rooms, and extensive buildings for the Department of Engineering and Medicine (the latter at a cost of £5,000). The college library contains some 25,000 volumes.

ABERDARE HALL OF RESIDENCE.

In connection with the University College is a large residence for women students, known as Aberdare Hall, and situated in Corbett-road, erected at a cost of £7,500, including outlay on boundary walls, garden, tennis courts, furniture, installation of electric light, fire escape apparatus, &c. The premises contain day room and dining room, each 40 feet by 28 feet, divided by a movable screen; also library, 30 feet by 30 feet, connected with day room by a panel door.

THE TECHNICAL SCHOOL.

The Technical School occupies the old Proprietary School in Dumfries-place, and is under the joint control of the Corporation and the University College. Having adopted the Act of 1889, the Technical School includes the former Science and Art Schools. The present number of students is 2,600, who with University College students make a total of 3,000.

THE GIRLS' INTERMEDIATE SCHOOL.

This school was opened for girls a couple of years ago, and has been from the start a complete success. It is in Tredegarville, under the management of Miss Collin, and has about 200 scholars. A site for a temporary boys' school has been selected on Newport-road, on the estate now occupied by Mr. Ellis's nursery. The permanent boys' school will probably be in Cathays Park.

BAPTIST COLLEGE.

The Baptist College, originally established at Pontypool, has been removed to Cardiff, and is now situate in premises at Richmond-road. Principal, Rev. W. Edwards, B.A., D.D.

HOWELL'S SCHOOL.

This fine School is situated at Llandaff. As the Howell's Charity produces about £6,500 a year, and is the most valuable educational endowment in the Principality, a short history of its origin may be of interest.

In 1540 Howell, supposed to have been a native of Usk, in Monmouthshire, but then living at Seville, in Spain, bequeathed to the Drapers' Company 12,000 ducats, to buy therewith 400 ducats of rent yearly for evermore. The will required "That the said 400 dukats be disposed unto four maydens, being orphans—next of my kynne and bludde—to their marriage, if they can be founde, every one

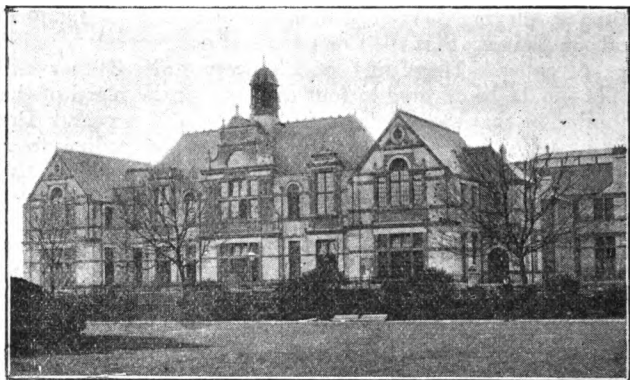
of them to have 100 dukats—and if they cannot be found of my lynnage, then to be geven to other foure maydens, though they be not of my lynnage, so that they be orphanes, honest, of goode fame, and every of them 100 dukats—and so, every yere, for to marry four maydens for ever.” In 1543, the Drapers’ Company, having received 8,720 ducats (the rest never arrived), covenanted to distribute the rents arising from the money, to and for the marriage of poor maidens, being orphanes.

In 1559 a suit was instituted by certain poor female orphanes, alleging themselves to be kinswomen of the founder, and complaining that the Company had not properly applied the revenues. The Court of Chancery ordered that the rents should be devoted to four orphanes, of the blood of the founder, so that each of them should have £21 a year. The certificate of the lineage of the orphanes (according to a pedigree certified by Cardinal Pole) was to be made by the Bishop of Llandaff for the time being. This Bishop was chosen because Monmouthshire is in the Diocese of Llandaff, and in 1593 certain Justices of the Peace for the County of Monmouth were associated with the bishop. No further legal proceedings took place until 1838, when the Attorney General filed an information against the Company. The Company replied that the sum of £84 was paid annually to the four poor maidens, but that the rest of the yearly income (then some £1,900) was carried to the Company’s account. Lord Langdale, by a decree in 1845, declared that the whole fund was applicable to the charitable purposes of the will, and the Master of the Rolls directed that a request should be made for an Act of Parliament to regulate the Charity. Acts were passed in 1846 and 1852, the latter directing that the money should be used for establishing and supporting two schools for female orphanes in Wales, one school to be at Llandaff, the other at Denbigh.

BOARD SCHOOLS.

The Cardiff School Board was established in 1875, and now provides accommodation for 17,000 scholars, the Voluntary Schools accommodating another 9,000. The oldest board

school is that at Eleanor-street (opened in 1878). The others are at Adamsdown, South Church-street, Wood-street, Stacey-road, Severn-road, Splotlands, Crwys-road, Grange-town, Albany-road, Radnor-road, Moorland-road, Court-road, and Roath Park. The Higher Grade School—at Howard-gardens—was opened in 1885. It is a splendidly appointed building, and has accommodation for 1,100 scholars, exclusive of laboratory and three lecture rooms, cookery kitchen, &c. The head master is Mr. James Waugh, M.A.



HIGHER GRADE SCHOOL.

NATIONAL SCHOOLS.

The National Schools are Bute-terrace (opened 1848), Mountstuart-square, Wood-street, North Church-street, Leckwith-road, Grange-town, East Moors, Crofts-street, and Metal-street.

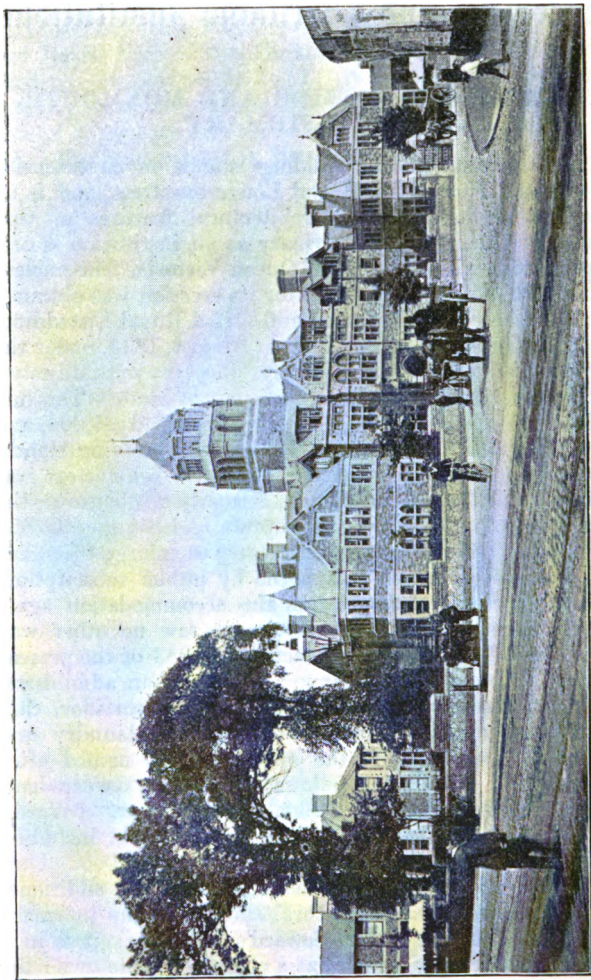
ROMAN CATHOLIC SCHOOLS.

The Roman Catholic Schools are David-street, Grange-town, Tyndall-street, Canton, and Roath.

Benevolent and Charitable Institutions.

THE GLAMORGANSHIRE AND MONMOUTH-SHIRE INFIRMARY.

This handsome pile of buildings stands on an extensive site between Newport-road and Longcross-street, and is an important addition to the architectural features of that quarter of Cardiff. The infirmary as an institution is contemporaneous with the reign of Queen Victoria. The nucleus of the fund subsequently raised for its erection was obtained from the proceeds of the Gwent and Dyfed Royal Eisteddfod, which took place at Cardiff Castle in August, 1834, under the patronage of the Princess Victoria (her present Majesty), and the presidency of the late Marquess of Bute. The sum realised was £350, to which his lordship added £1,000, and also gave the site upon which the present building stands. Amongst those who have been its greatest benefactors was the late Daniel Jones, of Beaupre, formerly a solicitor in the town, who contributed, by subscription and bequest, £6,894 6s. 2d. In 1866 it was found necessary to enlarge the structure, the cost of which was borne by public subscription. With the increase of population the accommodation again became inadequate, and the Governors saw no other way out of the difficulty than the erection in 1883 of the present building. The present infirmary comprises an administrative block, wards right and left of a central corridor, children's ward, operation room, and kitchens, laundry and mortuary. The wards of the institution are named after the donors of £1,000, as follows:—"Bute," "Gwendolen," "Insole," "Leigh Morgan," "Shand," "Tredegar," "Ware," and "Windsor." The total cost of the building, including furnishing and laying out the grounds, was £28,000. During 1892 extensions were made costing an additional £12,000. From the architectural standpoint the infirmary is, perhaps, the best of Mr. Seward's buildings: it is in a domestic Gothic style, which has a character of its own; the small central tower is very graceful in design, and the treatment of the projecting wings, each with a semi-octagon bay

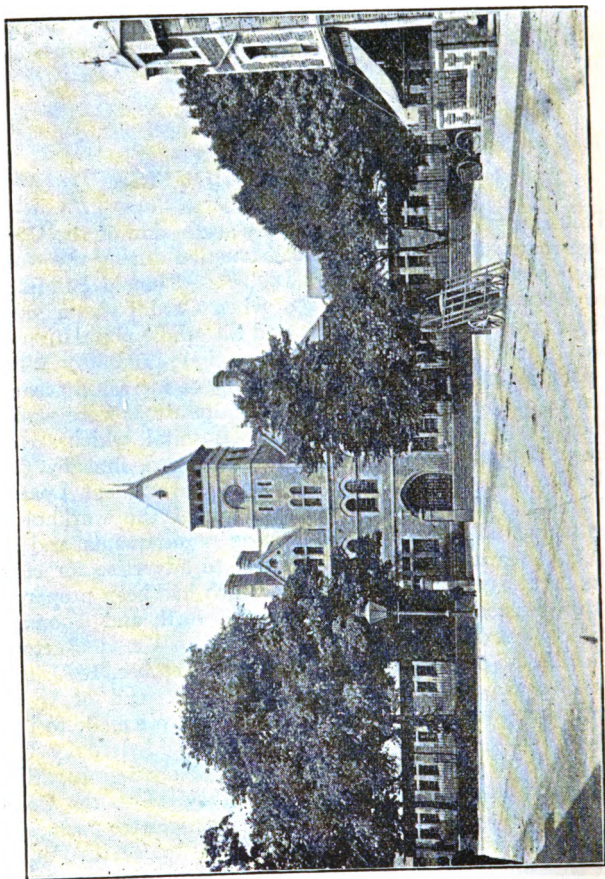


THE INFIRMARY, CARDIFF.

at each side, forms a very pretty and unusual piece of architectural grouping. The infirmary is recognised by the Royal College of Physicians and Surgeons and the Society of the Apothecaries' Hall, London, as a place for clinical teaching in connection with the Cardiff Medical School. The institution is supported by voluntary subscriptions, donations, and legacies.

THE UNION WORKHOUSE.

This institution is situated on the north side of the Cow-bridge-road. It underwent re-construction during the close of the year 1879 and the years 1880-81. The old buildings were erected about 40 years ago, when Cardiff was a town of little commercial importance, and the whole population of Glamorganshire did not number more than 170,000. With the progress of the Union, the necessity of increased accommodation made itself felt, and various alterations were made, including the present board room and hospital, which are of modern design. But at length it was urged, first by the medical officer, and then by the Local Government Board, that nothing short of a re-construction of the workhouse premises would suffice to meet existing requirements, and in 1879 the Board of Guardians decided to advertise for contracts for the carrying out of plans which had been prepared for this purpose by Messrs. James, Seward, and Thomas, architects, Cardiff. The contract was let to Mr. C. Burton, of Cardiff, at a sum of £27,000, and in October, 1879, the work was commenced, and finished at the end of 1881. During the years 1889-90 further additions were made to the buildings, and these have recently been added to by the architect to the guardians, Mr. Seward. The administrative department has a frontage of about 250 feet to the Cow-bridge-road. It comprises board room, committee room, attendants' offices, waiting rooms, &c., and is built with Forest stone dressings and Radyr strings. It is lighted by lancet and square headed windows and deep mullions, and the centre portion is surmounted by a handsome clock tower and bell turret rising to the height of 72 feet. The heating apparatus of the workhouse is dominated by a chimney



THE WORKHOUSE, CARDIFF.

stack of graceful design, and the whole premises have a pleasant and even homelike aspect. They house a population as large as that of Cardiff itself at the beginning of the century!

NAZARETH HOUSE.

This commodious structure in North-road was erected in 1874, on a site given by the Marquess of Bute. It is conducted by the Poor Sisters of Nazareth, and is in connection with the mother house at Hammersmith. The sisters devote their lives to the care and sustenance of the aged and infirm, the destitute poor, incurables, children and orphans, who are received into the home without distinction of creed or nationality, and are nursed, clothed, and waited upon by the sisters with scrupulous care. They also train young girls for domestic service. At present the inmates number over 200. A new wing has been added to the building at a cost of between £5,000 and £6,000, which is used as a Poor Law School, affording accommodation for over 100 children.

INSTITUTE FOR THE BLIND.

The "Cardiff Institute for Improving the Social Condition of the Blind" is situated in Longcross-street and Glossop-road. It was established about 29 years ago, chiefly through the instrumentality of the late Miss Shand and Mr. J. B. Shand, her brother. Commodious workshops were erected in 1868, the cost being defrayed by voluntary subscriptions. Eight years ago the committee registered the institution; and, having bought a piece of land at the side of the present structure in Longcross-street, they have since adopted the above title and address. Extensive alterations and additions have been made to the building and completed at a cost of £3,000. The principal entrance, and also the shop for the sale of goods, is in Longcross-street, opposite the new infirmary.

SCHOOL FOR DEAF AND DUMB CHILDREN.

This institution was established in 1862 by Mr. Alexander Melville, by whose widow it is still carried on. At the beginning the building occupied was a very small one, and only a few pupils could be accommodated. After a while premises in Romilly-crescent were available, the freehold was purchased, and vested in trustees. There are about 30 pupils at present.

THE HAVANNAH INDUSTRIAL SCHOOL.

H.M. Ship Havannah, an old 42 gun frigate, was lent to the Cardiff Industrial and Ragged School Committee by the Admiralty for the purpose of an Industrial School in the year 1860. It was at first intended to fit her up as a training ship, but this design was abandoned from want of means, the Admiralty having declined to supply spars and rigging with the hulk. The number of boys the school is certified for is 100.

THE SAILORS' HOME.

This institution was founded, at Stuart-street, by the late Marchioness of Bute, and the foundation stone was laid by her son, the present marquess, in 1855. It is a neat Tudor structure, and since its foundation it has afforded shelter to 83,000 weekly boarders and 40,000 casual inmates, who have deposited and withdrawn in the aggregate the sum of £65,150.

THE SEAMEN'S HOSPITAL.

In 1866 the Admiralty supplied H.M. ship Hamadryad, an old 21 gun frigate, for the purpose of a Seamen's Hospital. She was towed round from Plymouth, and is now moored near the Canal Sea Lock. The hospital was opened on the 1st of November, 1866. Arrangements are being made to substitute for the Hamadryad in honour of the Diamond Jubilee of Her Majesty the Queen a permanent building worthy of the importance of Cardiff.

THE REST, PORTHCAWL.

This seaside home for invalids, convalescents, and scrofulous patients is situated between Porthcawl and Sker on one of the healthiest sites in the kingdom, commanding a lovely view. The embryo institution was started as far back as 1862. In 1869 measures were taken to obtain a permanent and suitable home. A site and £1,000 were generously given by Mr. Talbot, and the cost of the building was defrayed by public subscription, to which Lord Bute, Mr. R. T. Crawshay, Col. T. Picton Turbervill, Lord Aberdare, Lord Windsor, and others were large contributors. The original plan, on the block system, was designed by the late Mr. John Prichard, to consist of a central building and two detached blocks, domestic offices, &c. The Rest was intended for the reception of about 120 patients of both sexes to occupy opposite sides of the building. The first portion was carried out in 1878, and additional blocks in 1885 and 1893.

Theatres and Halls.

Shortly after the destruction by fire of the old theatre in Crockherbtown—a play-house the stage of which had been trodden by Macready, Mrs. Siddons, and Edmund Kean—the present Theatre Royal, in St. Mary-street, was built, £12,000 being expended in its construction. The house is commodious, and is visited by all the best London operatic and dramatic companies.

The Grand Theatre, in Westgate-street, is built in a circular form, with ample means of exit. It was opened in 1887 as a music-hall, the magistrates having refused a full dramatic licence. A dramatic licence was, however, granted on April 9, 1888.

The Empire Palace of Varieties is situated in Queen-street. It was erected under the personal supervision of Mr. Dolph Levino, the first lessee, and was opened in 1887, and has since been enlarged and elaborately re-fitted.

The Philharmonic Music Hall, in St. Mary-street, was originally designed as a high class concert hall; but, the old theatre being burnt down just at the time the new hall was completed, and the new theatre not being ready for opening, a dramatic licence was granted to this place of amusement. Upon the completion of the new theatre the dramatic licence was withdrawn, and a music and dancing licence substituted. The hall is now called the Panopticon, and used as a waxwork exhibition and novelty palace.



PARK HALL BUILDINGS, CARDIFF.

The Park Hall and Hotel Company was formed for the purpose of erecting upon the site of the old Theatre Royal, in Queen-street, an extensive building, combining, with a magnificent hall, an hotel, and a number of shops and offices. The main hall, which forms the chief feature, was opened in 1885.

The Colonial Hall is built in New-street over some new warehouses. It is let for meetings and entertainments.

Parks and Open Spaces.

In the matter of parks and open spaces Cardiff holds a fortunate position, few towns of its size and importance being more completely equipped. The distribution of oxygen throughout the community is reflected in the comparatively small death rate and the general health of the borough, the former being only about 18 per 1,000 per annum, and the mortality from zymotic diseases in particular being gratifyingly low. We shall first briefly describe the parks of Cardiff.

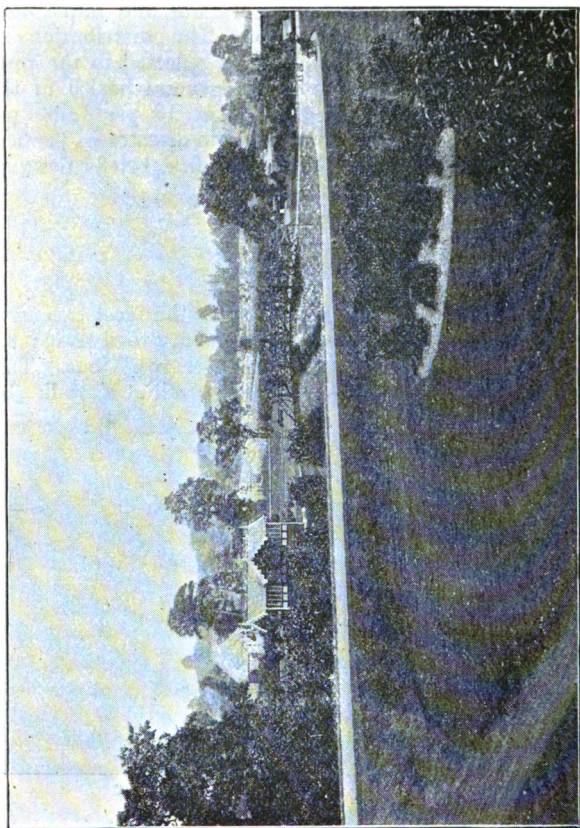
ROATH PARK.

This fine park, covering 120 acres, is the most extensive in Wales, and may be reached by Salisbury-road tram; or, still better, by Richmond-road or Castle-road 'bus. This latter sets down passengers within two minutes' walk (by



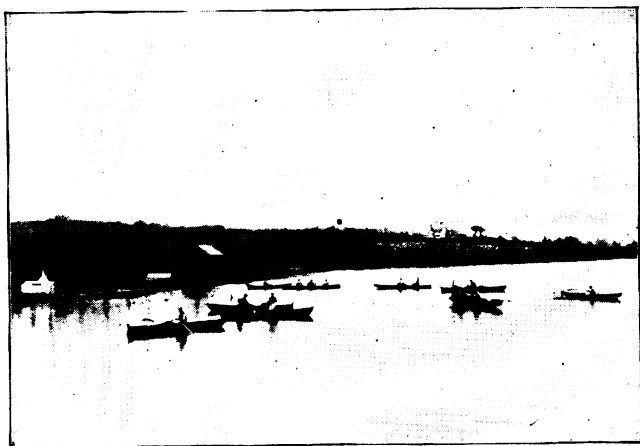
SITE OF ROATH PARK LAKE.

Wellfield-road) of the Recreation Field at the beginning of the Park. The public of Cardiff owes Roath Park in the main to the generosity of the Marquess of Bute, who presented the bulk of the land to the town, smaller portions being added by Lord Tredegar and Messrs. Clark and Jack-



ROATH PARK—PLEASURE GROUND.

son. The ceremony of cutting the first sod was performed by the Marchioness of Bute in 1887, and on June 20, 1894, the opening ceremony took place amid great rejoicings, being performed by the heir to the marquess, the Earl of Dumfries, on his thirteenth birthday. Beyond the 23 acres of recreation ground lies the second portion laid out in pleasant walks and flower beds all about the course of the brook, which runs down the centre. Beyond this, again, passing under the Docks branch railway bridge, we come to the Botanical



ROATH PARK LAKE.

Gardens, 15 acres in extent, smiling with flowers in trim beds—a mass of dazzling colour. Flowers and plants in this section are all labelled for the instruction and delight of students and amateur gardeners. Beyond the botanical garden is the lake (41 acres), the wild garden and the oval. Fishing tickets are issued for the season, March 1 to September 30, 5s. each; rod licence is 1s. The lake, dotted with boats and enlivened by water fowl, is extremely pretty. Its charm is enhanced by its setting among the hills and its outlook toward Cefn On. Boats are let out on hire. The charge begins at 1s. an hour, for the first one or two passengers, 6d. each beyond that number.



SOPHIA GARDENS.

THE SOPHIA GARDENS.

These pretty and romantic gardens are situated on the west side of the river Taff, and take their name from the late Marchioness of Bute, at whose instance they were laid out and opened to the people of Cardiff by the trustees of the late Marquess of Bute; in whose memory they have since been devoted to the same purpose by the present Marquess. The grounds were opened to the public in 1858, and since then they have continued to improve in the variety and beauty of their attractions, not the least of which are the bowling green and the picturesque lake and fountain.

SOPHIA GARDENS FIELD.

To the rear of the Sophia Gardens is an extensive field, which has been laid out by the Marquess of Bute, and opened to the public for the purposes of recreation.

THE CARDIFF ARMS PARK.

This park occupies the land between Westgate-street and the river Taff, and has been placed at the disposal of the principal athletic clubs of the town by the Marquess of Bute. All the matches in connection with the Cardiff Cricket and Football Clubs are played here, and the Park has been the scene of some famous encounters of modern sport.

THOMPSON'S PARK.

A favourite resort is the very pretty park at Canton which townsmen owe to the generosity of Mr. Charles Thompson. It is beautifully kept, and full of picturesque peeps.

ELY AND CANTON PARKS, &c.

Quite lately the Corporation have acquired Ely Common, and laid out there a park 25 acres in extent, and a similar park of 22 acres on Canton Common. The former was opened June 16, 1897, by the Mayor (Alderman Beavan), and christened Victoria Park. The Council have acquired for the town the picturesque Llandaff Fields. They have also, during the past few years, laid out nearly twenty open spaces, varying in area from half an acre to three acres respectively. Amongst these may be mentioned Plasterton, Clare, Llanbleddian, Moorland, and Howard Gardens, which in the summer time are bright with flowers and form a pleasant lounge for denizens in the vicinity. These open spaces were presented to the town by Lord Bute, Lord Tredegar, Lord Windsor, and other landowners. At Grangetown is a recreation ground presented by Lords Bute and Windsor.

CEMETERIES.

There are two Cemeteries in Cardiff, the Old and the New, the former situated at Adamsdown, the latter on the grounds connected with St. John's and with the older chapels, but all are now occupied to their fullest capacity. The New Cemetery has an area of some 80 acres, and is tastefully laid out. It has a handsome entrance and two mortuary chapels.

Athletic and Other Clubs.

The following are the principal athletic and recreation Clubs of Cardiff:—

Cardiff Football Club, which includes amongst its members most of the leading players of the town, occupies the Cardiff Arms Park as its headquarters. For the convenience of the public a grand stand has been erected upon the ground, and open stands occupy the other three sides of the enclosure.

Cardiff Cricket Club was established about 40 years ago, and now numbers 200 members. The cricket ground is situated in the Cardiff Arms Park, which is placed at the disposal of the club, free of all charge, by the Marquess of Bute. His lordship has also erected on the ground a convenient rustic pavilion, containing dressing rooms, &c., for the use of the players.

The leading Cycling Clubs of the town include:—The Cardiff United (Bridgwater Arms), Cardiff Jockey (Clifton Hotel, Roath), Cardiff Borough (Grand Hotel), Catford, South Wales Branch (Royal Hotel). Cardiff (Maskell's Temperance Hotel), 100 Miles (Royal Oak Hotel).

Roath Lawn Tennis Club was formed in 1887, and numbers over 200 members. The ground is at Pengam, at the end of Newport-road.

Cardiff Harlequins' Athletic Club has its ground at Roath. The 'Quins have a thoroughly up-to-date enclosure, including a banked cycling track, laid down at a cost of over £1,000. There is a spacious grand stand, underneath which is a number of dressing-rooms, baths, &c.

The Bowling Club meets at the Sophia Gardens, where a beautiful green has been formed for its use through the munificence of the Marquess of Bute. The club numbers 150 members.

The handsome Racquet Court, situated on the Cardiff Arms Park, was erected in 1878, at a total cost of £2,300. In May, 1880, the attractions of this place of amusement were considerably enhanced by the formation of a Lawn Tennis Club. The tennis courts, of which there are five,

are laid in an enclosed part of the Cardiff Arms Park. The club numbers 100 gentlemen and 50 lady members.

The Cardiff Quoit Club was formed in 1866, and meets, by permission of the Marquess of Bute, on ground adjoining the Cardiff Arms Park. Entrance from the bottom of Park-street. There are ten rinks on the ground, ranging from fifteen to twenty-one yards. The club now numbers 250.

The Cardiff Amateur Rowing Club has its headquarters at the boat-house by Llandaff Weir, where a fine stretch of water is available. It possesses a roomy boat-house, with dressing-room and bathing accommodation, and a good stock of light and heavy boats. The present membership is about 80.

Some years ago Cardiff had one of the strongest Chess Clubs out of London, but through various causes it collapsed, and it was not until October, 1883, after some correspondence had appeared in the "Western Mail," that it was decided to form another Chess Club for the town. The meetings take place every evening from 7 to 11 p.m. at the Castle Arcade.

Rail and Sea Communication.

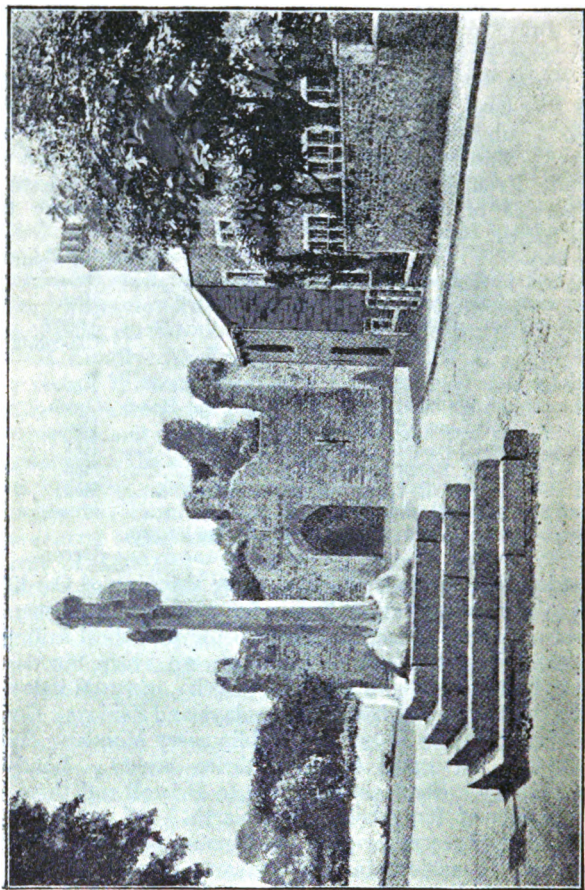
There are few large centres more favourably situated than Cardiff for communication with all parts by land and water. As regards the former it is estimated that within a radius of 25 miles of the town there are nearly 700 miles of railway, and that in 24 hours nearly 250 trains enter or take their departure from the Welsh metropolis. Cardiff is connected with the Great Western, London and North Western, Midland, Taff Vale, Rhymney, and Barry Railways. Of these, the oldest is the Taff Vale, opened in 1840, the handsome station and offices of which line are situated at Queen-street. The Midland line carries goods to Cardiff over the Taff system, by which through access is also gained to the Cambrian Railways. The Taff Vale line is quadruple throughout the greater portion of its extent, and its enormous business is still rapidly developing. Next in order of time comes the Great Western, formerly the South Wales Railway, which communicates on the one hand with England and the Metropolis, and on the other with Swansea and South Wales in general. The service of express trains on the Great Western is being constantly improved, and the journey to London has been reduced to three hours and a quarter. The central station at Cardiff has been recently enlarged at a cost of £200,000; a station is shortly to be erected at Roath; and the line for twelve miles to the east of Cardiff is being quadrupled. The Taff Vale line runs into the Great Western station; the goods station of the latter line is at Newtown, and a passenger station at Canton is talked of. The Rhymney Railway, whose station is at Queen-street, was opened in 1858, and is connected with the London and North Western system. Like the Taff, though in less degree, it taps the great coalfields of the "hinterland." The Barry Company runs passenger trains into Cardiff over the Penarth branch of the Taff Vale Railway and the Great Western Railway. Its station is at Riverside, adjoining that of the Great Western Railway. The extensive railway system of the Bute Docks Company at the Docks need only be mentioned: the lines and sidings cover some 120 miles. A new line between Cardiff and Pontypridd is one of the projects likely to be carried out in the near future.

The Glamorganshire Canal has been described already elsewhere: it still does a considerable trade, and the most modern improvements have lately been effected.

Cardiff Tramways cover some nine miles, and in the year ended June, 1896, the cars and 'busses of the company conveyed over 14,000,000 passengers. There are three main tram routes, viz., from Roath to the Pier-head, from Canton to the Pier-head, and from Grangetown to Splotlands. There is also a subsidiary tram route from St. John's-square to Cathays. Besides the town routes, 'busses or breaks run to Llandaff, Penarth, and Blackweir. There is also an extensive service of cabs. The following particulars may be found useful:—

Cars.	Colour of Vehicle.
Roath and Bute Docks	Green.
Canton and Bute Docks	Red.
Cathays and St. John's Square.....	Yellow.
Grangetown and Splotlands	Chocolate.
Omnibusses.	
Monument and Wellfield Road (Via Castle Road)...	Red.
Monument and Wellfield Road (Via Richmond Road)	Green.
High Street and Llandaff (Via Cathedral Road).....	Red.
High Street and Llandaff (Via Wyndham Road)	Red.
Bute Terrace and Portmanmoor Road.....	Red.
Splott Road (proposed route to Queen Street).....	Red.
Llandaff Road and Docks (Via James Street).....	Green.
Theatre Royal, Wood Street, and Grangetown, Evenings only	Green.

Besides the enormous coal and other shipping of Cardiff, the regular communications by sea for passenger and general cargoes are fairly numerous, there being periodical sailings for Amsterdam, Rotterdam, and Antwerp every ten days or so; Belfast, Glasgow, and Greenock every Monday; Bordeaux weekly; Bridgwater, Tuesdays and Fridays; Cork every Wednesday or Thursday; Dublin every Monday; Hull fortnightly; Liverpool twice or thrice weekly; London every Tuesday. Steamers ply daily to Bristol, and there is a handy line of ferry boats to Penarth. A remarkable development of recent years is the summer excursion traffic by steamer to various favourite resorts along the Bristol Channel, including Weston, Ilfracombe, Clevedon, Lynmouth, &c., with occasional trips to Chepstow, Tenby, and the Mumbles. By means of the excellent pleasure boats connected with this service, the most charming resorts along the Channel may be easily and cheaply visited.



LLANDAFF CROSS AND RUINS OF OLD PALACE.

Environs of Cardiff.

LLANDAFF AND THE CATHEDRAL.

About two miles from the town of Cardiff is the tiny city of Llandaff, which is already a suburb of its great neighbour. Llandaff may be reached by road, or by the path along what are familiarly known as Llandaff fields, the latter being the pleasantest route, affording charming views of the city and of its cathedral, the latter occupying one of the most picturesque sites that could well be imagined. Llandaff, a plan of which was drawn by Speed in the time of James I., was in 1815 described as a "miserable village of mean cottages." It is now undergoing rapid metamorphosis, fine villa residences re-placing the humble tenements which have so much in them that the artist admires. The principal "lions" of Llandaff are, of course, its cathedral, and the adjacent lovely graveyard, the ancient cross, the bishop's palace, ruins of the former palace, and Howell's School.

Llandaff Cathedral stands on one of the most ancient ecclesiastical sites in the whole country—perhaps, the most ancient—and must, therefore, possess for all Christians peculiar and abiding interest. The late Bishop Ollivant says: "Tradition informs us that a church was built at Llandaff by Lucius, a descendant of Bran, the first Christian convert of the British nation. Lucius is said to have sent an embassy to Eleutherius to solicit a supply of Christian instructors, and that good man was not appointed to his bishopric until 177. We have, if the tradition be true, an approximate date for the erection of the original church. The first Bishop of Llandaff was Dyfryg, or Dubricius, who flourished at the close of the sixth century. In 1108 Urban was consecrated bishop, and immediately commenced building the cathedral. Of his work, however, little more is left than the massive Norman arch dividing the presbytery from the lady chapel. The present building is partly of Early English and partly of Decorated architecture. During the Reformation the see became greatly impoverished and the cathedral decayed, until towards the close of the seventeenth

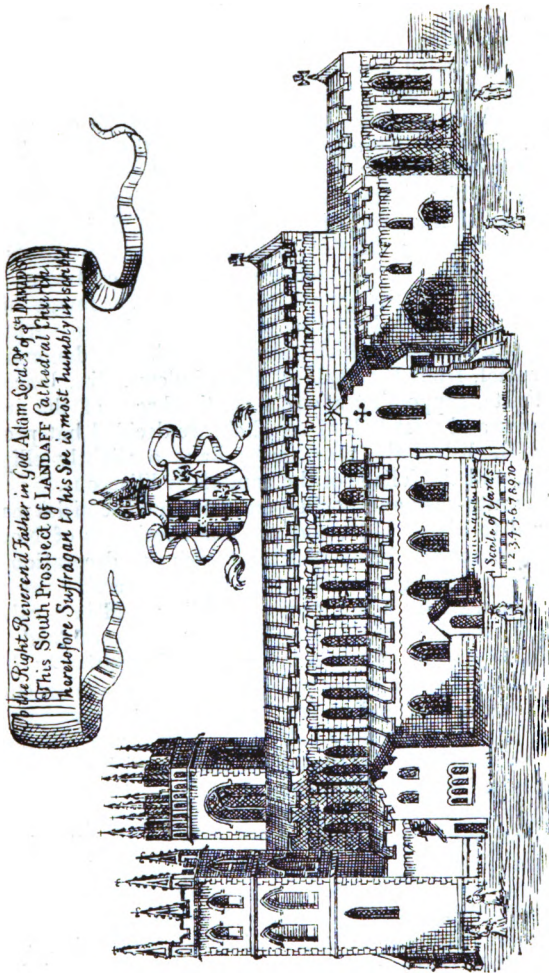
century its condition was scandalous. At length, in 1730, definite steps were taken for restoring the edifice, but unhappily at this time architects had peculiar ideas, and a Mr. Wood, of Bath, dishonoured the venerable fabric by erect-



LLANDAFF CATHEDRAL.

ing within it one of those lath and plaster Italian structures dear to the heart of the Early Georgian epoch. In the present century more sensible steps were taken, notably by the Rev. Henry Douglas, precentor of the cathedral; Dean Bruce Knight; Dean Conybeare, and Dean Coplestone, to all of whom honour is due for their unwearying efforts, crowned as they were with gratifying success.

In 1851 the first choral service since the days of William and Mary was held within the fane; in 1857 the lady chapel, presbytery, choir, and a portion of the nave were re-opened; and in 1869 a festival marked the completion of the towers. The restoration had cost £30,000, and the money was well and wisely spent, Llandaff taking rank once more as a picturesque and well-appointed cathedral, in every way worthy of its noble and venerable history.



LLANDAFF CATHEDRAL IN 1719.

The cathedral, as it stands at present, consists of nave, aisles, choir, lady chapel, chapter house, and two towers at the west end. As the whole body of the church is open, a beautiful effect is produced from the western entrance, a fine round-headed door with a central pendant and a figure of St. Teilo in the tympanum. The west front—which in its general arrangement is very like the French cathedral of St. Remi—is an exquisite specimen of the Pointed style. In the second storey are a central and two smaller side windows, which, with their intermediate piers, are faced by an arcade of fine lancet arches, resting on their shafts and set off with Early English moulding. The top storey presents an Early Pointed arcade rising to the centre, so as to correspond with the gable in which is an image of St. Dubricius. The lady chapel is constructed in a variety of early decorations, which Dean Conybeare denominated *Tangential*, from the style of the windows, viz., lancets of two lights, supporting a circle on the backs of the arches. The nave and west half of the choir are decided but peculiar Early English; the pier shafts have a slightly elliptical section, and the foliage of the capitals is liliaceous.

The south-west and north-west doors and the aisles may be referred to about 1160, and are fine specimens of Norman work, the former being the most rich in decoration and having a moulding resembling an Etruscan scroll: the latter is surmounted by a dog tooth moulding, and is a valuable example of the Early English feature combined with decided Norman. Both from style and position it is improbable that these doors belong to the old Norman church, which did not extend so far, but terminated one bay west of the present choir arch. The chapter house attached to the south side of the church is of the transition style, from Norman to Early English, and consists of two storeys, the lowest of which has a vaulted roof springing from a cylindrical column; it is lighted by narrow trefoil windows. The arch from the choir into the lady chapel is a splendid Norman example, and (as we have already seen) was the work of Bishop Urban. The side walls of the choir or presbytery are also Norman, although Pointed arches of the twelfth century were afterwards added; and in the south wall a curious appearance is presented by an interpolated Pointed arch intersecting an original Norman window.

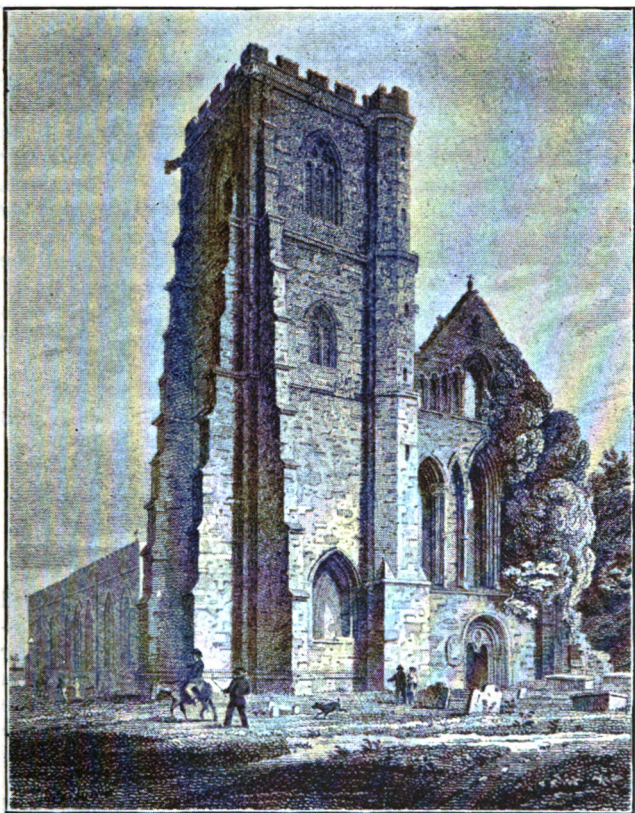


OLD GATEWAY—LLANDAFF CATHEDRAL.

That the same additions were made to the Norman wall was clear from the fact that during the restoration a Norman string course was discovered running along it.

The presbytery or choir presents a most beautiful appearance from the chasteness of the execution and the richness of the carving, particularly conspicuous in the Norman arch in front of the lady chapel, in which the peculiar moulding is preserved, consisting of a circlet marked by studs and enclosing a flower of many petals; in the reredos behind the high altar (with paintings by the late D. G. Rossetti), in which the roses, the device of the house of Tudor, are emblazoned in the panels; the sedilia on the south side; the font, and the pulpit, the latter encircled with sculpture by Woolner. All these are sculptured with a delicacy and purity scarcely to be surpassed. The wood carving on the bishop's throne and the stalls for the chapter and the choir are extremely good, and well worthy of careful examination. The organ, with an elaborately decorated front, is placed on the north of the choir. The chapter house formerly contained a curious painting on wood of the Coronation of the Virgin, the angel represented with swallow's wings. It is now in the bishop's palace.

The north-west tower is said to have been built by Jasper, Duke of Bedford, who received from Henry VII. the lordship of Glamorgan, and died childless in 1495. It is perpendicular, and crowned with an open-worked parapet like St. John's, Cardiff. Three of the angles have turrets of uniform design, and the fourth, in which is the staircase, has a short spire. The south-west tower was the last and almost the most important work of the whole restoration, for as nothing of the old tower, blown down in a storm, remained, the architect had to create as well as build a new one. It is of Dundry and Campden stone, and consists of a massive tower, with buttresses at the west, south-west, and south-east angles, terminating in open canopies with pyramidal roofs, each canopy containing a figure, viz., St. Peter, St. Paul, and Bishop Ollivant, in whose time the finishing stroke was given to the work. Connecting the tower with the roof of the side aisle is a range of arches filled with seated figures of the Apostles. The tower is 195 feet in height, and is of three storeys, the uppermost being the belfry, the windows in which are flanked by niches filled with figures



LLANDAFF CATHEDRAL BEFORE RESTORATION.

representing all nations. Above the arches of these windows protrude in watchful attitude the heads of those men who have most distinguished themselves in the conversion of the nations over the types of which they are placed.

The principal monuments and effigies within the cathedral are those of St. Teilo and St. Dubritius; Bishop de Breose, 1265-1287; Bishop Marshall, 1478-1496; Bishop Ollivant (the effigy full size and admirably executed); Sir Christopher and Lady Matthew, 1500, 1526; Sir David Matthew, standard bearer to Edward IV. at Towton; Sir William and Lady Matthew, 1528, 1530; Lady Audley (temp. Henry IV.); and a curious emaciated figure in a winding sheet, the aspect of which is sufficient to terrify the nervous beholder.

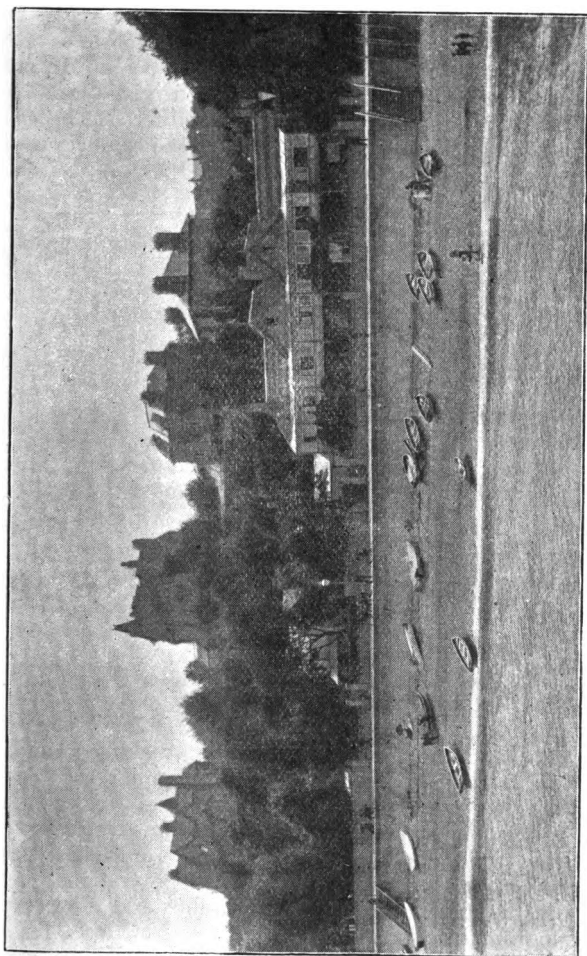
The working architect throughout the restoration of the cathedral was Mr. John Prichard, who died in 1886.

A popular account of Llandaff Cathedral has been published by the Rev. Compton Davies, of Cardiff, and elaborated by Freeman and Ollivant.

The picturesque graveyard (one of the prettiest spots in the three kingdoms) and the adjacent fields and river bank afford scope for an infinity of pleasant rambles.

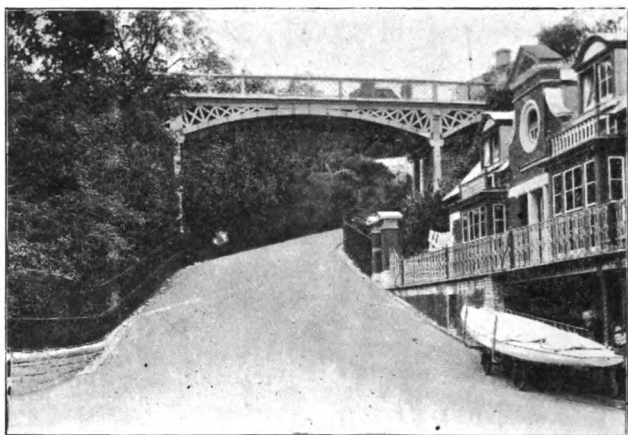
PENARTH.

In 1850 Penarth boasted but a dozen houses, a hundred people, and a wretched ruined church. It is now a prosperous town and harbour, with a population numbering over 12,000. As a watering place Penarth has no superior on the Glamorganshire seaboard, and it is besides the favourite of the many suburbs of Cardiff. A word may be said of the rapid progress of Penarth, which has been contemporaneous with, and may be traced to, the growth of Cardiff. When the parent port had risen to a position of importance, and the whole of its dock accommodation was utilised by its rapidly increasing trade, the Ely Harbour and the Penarth Dock were constructed. The area of the original dock was $17\frac{1}{2}$ acres. It was built by the Penarth Dock Company, and by them was leased to the Taff Vale Railway Company for a term of 999 years. Since then the commerce of the



THE ESPLANADE, PENARTH.

port has attained such dimensions that the leasing company have considered it prudent to make an enlargement of their property, and for this purpose they obtained an Act of Parliament in 1880. By that Act they were empowered to increase the water area of the old dock by $5\frac{1}{2}$ acres. In order to effect this the dock has been continued inland a distance of 800 feet, making a total length of 2,900 feet. The width of the additional water space is 370 feet at its junction with the present dock, diminishing to about 150 feet at its nar-

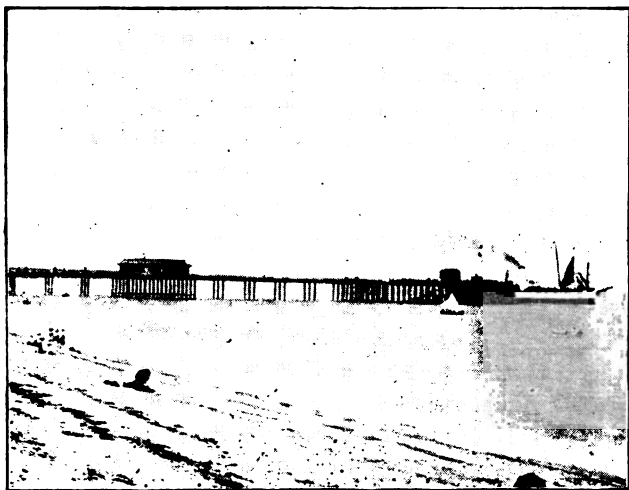


BRIDGE, WINDSOR GARDENS.

rowest point. This affords accommodation for four additional tips on the hillside of the dock, making a total of fourteen. These tips are capable of shipping 150 tons of coal each per hour. In order to obtain space for the requisite sidings and approaches, it has been found necessary to remove over 1,000,000 cubic yards of the hillside. In the progress of this work, as well as of the excavations for the dock itself, large quantities of dynamite and other explosives have had to be employed. The cost of this extension, including a sum of £5,000 authorised to be expended on the erection of a stage on the north side of the Ely Tidal Harbour, specially adapted for the discharge of iron ore, amounted to £255,000. The work was completed, and the

extension opened by Lord Windsor on April 9, 1884. Considering the magnitude and difficulties of the undertaking, and that it was only commenced in November, 1881, this cannot fail to be regarded as a very satisfactory rate of progress. The contractor for the work was the late Mr. T. A. Walker, of Westminster, who also constructed the Prince of Wales Dock at Swansea, the Severn Tunnel, Barry Dock, and other important works.

Penarth is reached from Cardiff by rail, road, or steamer, and, since it has thus been made so easily accessible, it has



PENARTH PIER.

become the residence of the principal merchants of the neighbourhood, and a summer resort of thousands from the surrounding districts. As a town, it is well constructed. The streets are regular, the sanitary arrangements are good, and the houses which have been erected during recent years consist of handsome terraces and semi-detached villas of ornate architecture. Penarth contains many attractions, which make it of interest to the visitor. From the bluff headland, 200 feet high, on which stands the church of St. Augustine, a magnificent view of the country to the north and east, and

of the Bristol Channel, with its distant coastline to the south, may be obtained. The Penarth Hotel, which is built near the summit of the promontory, is a fine building, with pleasure-grounds attached, from which a descent may be made to the beach below. On the beach, to the east and west of the Windsor, or Beach-road, a sea wall has been erected by Lord Windsor, along which an esplanade has been made, which forms a spacious promenade for visitors, with seats arranged at convenient intervals. An extensive pier has also been added to the attractions of the place. On the slope of the hill, and extending from the bottom of Beach-road to a point above the Coastguard Station, his lordship has laid out a beautiful public garden. Near the entrance to the lower part of these grounds the local authorities have constructed very fine sea-water baths, which were opened on the 1st of July, 1885. From an architectural point of view, these baths are unquestionably a valuable acquisition, and their internal arrangements are quite in keeping with the external appearance. Nearly adjoining the baths has been erected a very handsome and commodious hotel, which was opened in the summer of 1888. Other schemes are in contemplation which will make Penarth one of the most attractive seaside resorts of the Bristol Channel. The Coastguard Station is a conspicuous building, occupying an excellent site just above a point called "The Dingle." The Lifeboat House is situated on the Penarth Beach, near the dock entrance, and is provided with every appliance necessary for the saving of life at sea.

No account of Penarth would be complete without some allusion to the Turner House, founded by—and now, alas, a memorial to—the cultured and generous J. Pyke Thompson. This gentleman, whose lamented death occurred in February, 1897, will long be remembered as an art connoisseur, as a large-hearted philanthropist, and, perhaps, still more particularly as an ardent advocate of what might be called "the rational use of the Sabbath." In the latter direction he gave an earnest of his sentiments and feelings by building an art gallery at Penarth, which ever since its establishment has remained open on Sunday afternoons. In this gallery—popularly known as Turner House—he had gathered together a very valuable and interesting collection of pictures, which are a source of great attraction and

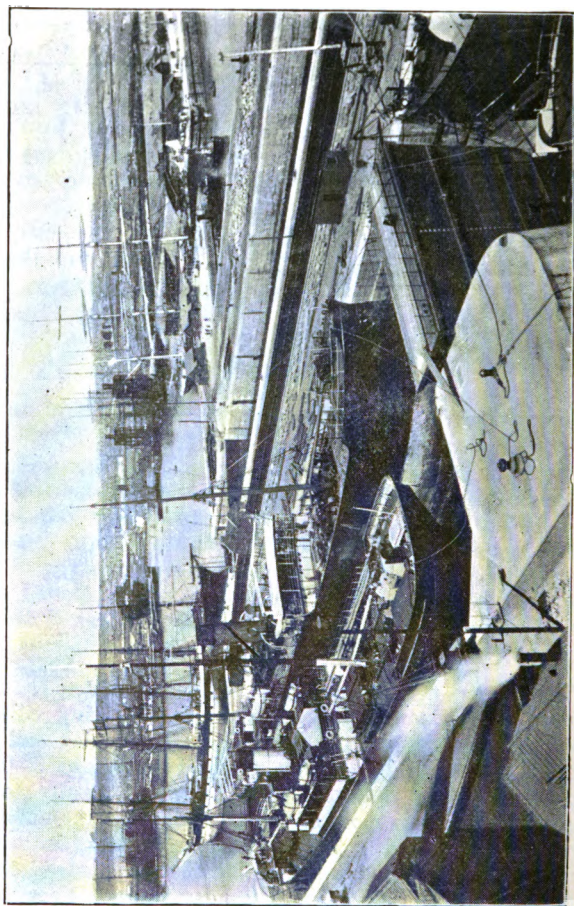
interest, not only to the residents of Penarth, but also to visitors from a distance. Besides his munificence at Penarth Mr. Thompson greatly enriched the art gallery at Cardiff. Penarth possesses a flourishing free library.



THE TURNER HOUSE.

BARRY.

Fifteen years ago Barry had a population of less than a hundred, and was as lonely as many another tiny village along the picturesque Glamorgan coast. To-day all is changed, and a rapidly growing town of verging on 30,000 people and a busy dock, 73 acres in extent, testify to a progress that savours more of the United States than of our slower moving islands. As a resort for visitors, Barry is being gradually opened up, and the charming island has, doubtless, a future before it as a holiday resort. From the standpoint of the geologist and archæologist, it is also full of interest, as witness the researches of Mr. Howard and Mr. John Storrie. Giraldus speaks of a remarkable cave on Barry Island, which, however, is referred to another part of

**BARRY DOCKS.**

the coast. Leland says of the island: "The passage into it at full sea is a flite shot over, as much as the Tamise (Thames) is above the bridge. At low water there is a broken causeway to go over, or else over the shallow streamelet of Barry brooke on the sandes. The island is about a mile in circumference and hath very good corne, grasse, and sum wood. The ferme of it worth a xl. a yeare. Ther ys no dwelling in the isle, but ther is in the middle of it a fair little chapel of S. Barrock, wher much pilgrimage was used." Leland would probably be astonished could he re-visit the glimpses of the moor and see the Barry, and, for that matter, the Cardiff of to-day!

Barry owes its present growth and prosperity to its dock, the company for the construction of which was incorporated in 1884. The water area of the dock (opened 1889) is, as we have said, 73 acres, and there is a companion dock in course of construction. There are also two large graving docks. Barry and Cardiff are connected by the Barry Railway, eight miles in length. Barry town is somewhat straggling, and bears palpable traces of newness everywhere. Near the docks is a statue to the late Mr. David Davies, of Llandinam, one of the chief promoters of the place—sculptor, Alfred Gilbert, R.A. Near Barry are the ruins of an old Norman castle

CAERPHILLY AND ITS CASTLE.

Whilst Llandaff boasts justly its cathedral, to Caerphilly belongs the proud distinction of possessing one of the grandest ruins in Great Britain. Caerphilly is some seven miles from Cardiff, the Rhymney Railway running through a long tunnel beneath Cefn On in order to reach it. The quaint little town presents few special features, the sights of the locality being the castle and the old manor house of the Van, with its picturesque dovecote large enough to shelter a couple of thousand pigeons. From the summit of Cefn On there is a splendid view of Cardiff and the Bristol Channel, whilst the whole neighbourhood abounds in picturesque walks.

Caerphilly Castle (described by Tennyson in his "Idylls of the King") has well been called stupendous, even in its

ruins. It covers thirty acres of ground, and prior to the invention of artillery must have been practically impregnable. The history of the castle is somewhat obscure, but it was probably of Norman origin, and was largely added to by Hugh le Despenser, favourite of the unfortunate Edward II., in whose defence, when at war with his barons, it withstood a siege of the most obstinate character. Caerphilly was formerly called Senghenydd Castle, sometimes the Blue Castle, to distinguish it from the Red Castle (Castell Coch). From the De Spensers the castle passed, by succession or marriage, to the Beauchamp and Neville families, and, afterwards lapsing to the Crown, was given by Edward VI. to William, Earl of Pembroke, in whose family it remained until it passed, by marriage, to the ancestors of the Marquess of Bute. The ruin is most carefully and religiously preserved. Mr. G. T. Clark has published a most complete account of the wonderful old fortress, which in its ruins looks much more like a town than a castle. Amongst the most interesting points about Caerphilly Castle are, perhaps, its great gate-house, its spacious banqueting-hall, and its leaning tower. The latter was probably blown into its present position by the soldiery of Charles I. The tower is an immense mass of masonry, eighty feet high, and inclining some eleven feet out of the perpendicular.

The following somewhat detailed description of these splendid remains is from the accurate pen of Mr. Clark:—

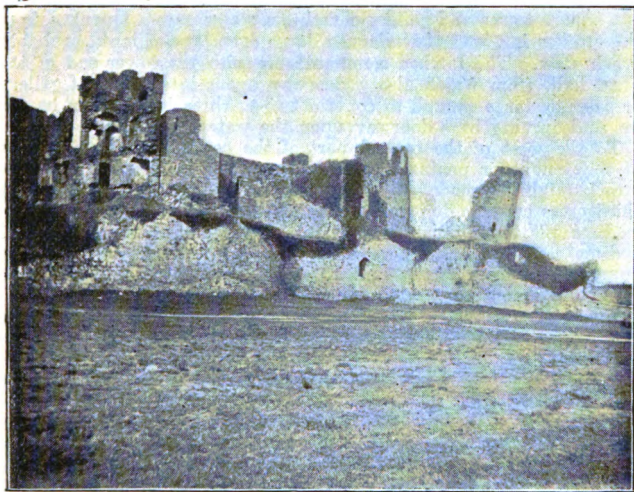
The castle of Caerphilly not only covers a very extensive area, somewhat exceeding thirty acres, but is in substance of one date and evidently the design and execution of one head and hand. It is also remarkable for the skill with which the natural features of the ground have been taken advantage of and their military capability turned to account. Having regard to the movements it was intended to hold in check, and to the means of attack and defence at that time in use, it may be regarded as a very complete example of a mediæval military work, and, moreover, one which, from peculiar circumstances, has been neither repaired nor restored.

It stands at the lower part of a short valley contained between the rising ground of Eglwysilan on the north and the crest of Cefn Carnau on the south, while to the west it is separated by the low ridge of Nantgarw from the channel of the Taff, the valley itself being occupied by the Nant-y-Gledyr, a tributary to the Rhymney. Thus placed it blocked the pass by which the insurgent Welsh, mustering in the hilly tracts of Miskin and Glyn Rhondda, were accustomed to turn the flank of the garrison of Cardiff, and break

into the fertile plains of Gwent. The more circuitous route by the Taff was exposed to attacks from Cardiff Castle and the castellets of Castell Coch and Whitohurch, which, if not always strong enough to check an advancing host, were very useful to harass and cut off parties on their return more or less disorganised and laden with their spoils.

An oblong tongue of gravel rising about ten or twelve feet out of what was naturally a morass was adopted as the central part of the fortress. Its margins were scarped and revetted, and cross cuts deep enough to be filled with water, converted it into an island.

Thus formed, a central space 60 yards east and west by 50 yards north and south was enclosed within four strong curtain walls,



CAERPHILLY CASTLE.

capped at the angles by four three-quarter drum towers, of great size, height, and strength. In the centre of each end was placed a large and lofty gate-house, containing prisons, porters' lodges, state and other bed rooms, guardrobes, and an oratory. The south side of the area was occupied by the great hall, chapel, cellar, with-drawing rooms, and other chambers for the lord of the castle when resident. The gate-houses were probably occupied by the constable and deputy-constable and other principal officers. The curtains along the south side and at the two ends were lofty, and pierced by a mural gallery giving access from the lord's quarters to the gate-houses and the towers at the four angles. All six had port-cullised doorways, and were capable of being held independently. The castle being concentric had no regular keep, but the area thus described was its inner ward or citadel.

This ward, however, does not occupy the whole area of the earth-work; this, measuring 110 yards east and west and 90 yards north and south, is supported on each face by a revetment wall, carrying a raised parapet, and each of the four angles is capped by a large three-quarter bastion, corresponding to the four great towers. In the centre of each end, corresponding to the inner gate-houses, are two other rather smaller gate-houses, connected with and a part of the former ones, and the space between the curtains of the inner ward and the parapet of the retaining wall constituted the middle ward, by which the inner ward was thus girdled. Towards the north face and at the two ends, saving the gate-houses, this ward was open; but along its south side it is occupied by a strong and vaulted but low tower, containing the kitchen, and connected with it a square tower and gallery covering a water gate. Opening from the kitchen is a sort of scullery, a large oven, and a tank, probably a fish stew. The kitchen communicates with the lower end of the great hall, from which also a doorway opens into a sort of gallery or passage, large enough to contain two or three boats when hauled up, and opening by a doorway upon the water.

To the west of the central part of the castle remained the root of the tongue or peninsula already described, and from which an attack might be made with advantage. To provide against this a third cross cut was dug to the west of the other two, and the intermediate platform thus isolated being also scarped and revetted, became a ravelin or horn work covering the western entrance, the approach to which was carried across it. This work seems to have been provided with a palisade and gateways of timber and two draw-bridges, of which one formed the outer entrance to the castle from the west, and the other connected the outwork with the middle and inner wards, and thus there were two distinct platforms of earth isolated by the three cross ditches, and rising from twelve to fourteen feet out of the low ground. This ground, both north and south of the castle, admitted of being flooded, and thus were formed two very considerable sheets of water connected by the cross ditches already mentioned. The southern, and much the larger of the two lakes, was about 400 yards long by 80 broad, and from ten to twelve feet deep opposite the castle. The northern lake was of less area, and unequally subdivided by a narrow curved ridge, covering the north front of the middle ward, and which might have been occupied by an advanced post of bowmen behind a wooden palisade.

But the grandest feature in the fortress remains to be described. This, the principal or eastern front, is 300 yards in length. Near its centre is the great gate-house, and at either end are towers containing and covering posterns of unusual strength, whence any attempt to turn the flanks of the front might be readily frustrated and converted into a corresponding attack. Along this front the Nant-y-Glec'yr, having supplied the lakes, forms, and originally filled, a moat of considerable depth and breadth. This front is built upon a natural platform which lies across the direction of the water course, and acts as a natural dam to the lakes already men-

tioned. At one point, however, it is wanting, and advantage has been taken of this to place there sluices and an outfall dam, by means of which the lakes could be regulated. The outer or eastern face of the platform is occupied by the line of the grand front, of which the lower five or six feet is built as a retaining wall against the bank. The great gate-house, 50 feet broad and 40 feet deep, is rectangular and very lofty. The central passage was closed with gates and a double portcullis, and preceded by a draw-bridge, and from its rear a strong curtain wall extends 35 yards back to the counterscarp of the inner ditch, and thus divides the platform into two parts, a provision against surprise. Upon this wall is a small tower, of which the ground floor contains a gateway communicating with the northern area, having a portcullis and a draw-bridge spanning a cross ditch, connected with a water postern opening upon the outer moat. The northern division of the front is a curtain wall 130 yards long, strengthened by three large square buttress towers, and terminating northward in a double tower containing a strong postern; this opens from a long gallery in the rear of the curtain, thought to have been a stable.

South of the great gate-house, the curtain, at first sight, forms a bold bow, beyond which the wall is continued southwards in a straight line of great height and thickness, and stiffened by eight or nine buttresses, between each pair of which the wall is grooved, so that a missile dropped from the summit would be shot outwards. Something like this very peculiar arrangement is seen at Chateau Gaillard on the lower Seine. The angle next the bow is occupied by a square garderobe tower, the upper part of which forms a place d'armes upon the rampart walk. Beneath a sewer acts as tail race to the castle mill, which stood on the platform and was supplied by water from the lake. The south end of the curtain with the sluice and the dam are broken down to allow the passage of the stream and the conversion of the area of the lake into meadow land. South again of this the ground rises, forming the southern bank of the Nant-y-Gledyr, and the wall ends in a cluster of half-round towers, between a pair of which is a large and strongly defended postern.

In front of the great gate-house in the middle of the wet ditch is a large pier, which communicated by two draw-bridges with the main gate and the counterscarp, so as to break the approach at two points.

The whole object of this eastern front was evidently to provide against an attack by disciplined forces from the side of England, and supposing such a force drawn up between the Porset brook and the front of the castle, a space about 140 yards deep, it could be attacked by a sally of cavalry both in front and on the two flanks, the accommodation within the castle for such a force being ample.

The damming up a streamlet to flood the enceinte of a castle was not unusual, but nowhere save at Leeds and Kenilworth was this effected on so large a scale. One merit of such a defence was that, even supposing the enemy to master the dam and drain the lake, some time must elapse before the mud would be hard enough to allow of its being traversed.

NEWPORT.

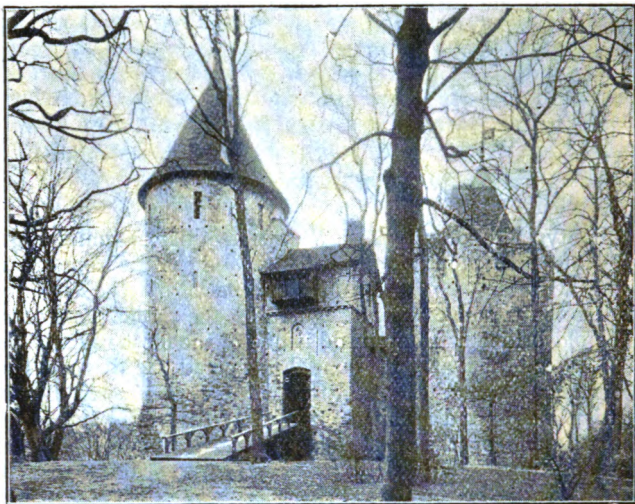
Newport, distant some twelve miles from Cardiff, with a population of 55,000, is the largest and most important town in Monmouthshire, and a well-known seaport. It was named by Giraldus Novus Burgur or Newtown, in contradistinction to the ancient city of Caerleon, upon the ruined greatness of which it arose. It was afterwards called by the Welsh Castell Newydd or Newcastle, because Robert, Earl of Gloucester, a natural son of Henry I., erected a castle here on the western bank of the river to defend his possessions. From him it descended through many noble families till it came to Edward, third Duke of Buckingham, on whose execution both the castle and the lordship were seized by Henry VIII. The present owner is the Duke of Beaufort. Two towers and some walls of the castle still stand between the two bridges which cross the Usk. In modern times the town is famous for the attack made on it by the Chartists, under the leadership of John Frost, on November 4, 1839. On this occasion the mayor, Mr. (afterwards Sir Thomas) Phillips, acted with remarkable courage and decision; but, failing to persuade the mob to relinquish their desperate designs, he read the Riot Act from the windows of the Westgate Hotel. Having received a wound in the arm when so engaged, he ordered the soldiers, who were posted inside, to fire, which soon dispersed the rioters, who amounted to several thousands, while the defenders were some thirty or forty soldiers and a few special constables. Several of the rioters were slain in the attack. With the present century the progress of the town has been rapid in consequence of the development of mineral treasures in the neighbourhood. With increasing shipments the construction of floating docks became a necessity. These have from time to time been extended to meet the requirements of the port. The town also possesses extensive manufactories, engineering establishments, iron foundries, and shipbuilding yards. The principal public buildings are the Town Hall, Victoria and Albert Halls, Barracks, Custom House, Corn Exchange, Free Library, and Banks, as well as numerous churches and chapels and elementary schools. These, together with a large increase of private villa residences, and a general improvement in the commercial

premises and shop fronts, indicate that the town is both progressing and prosperous. The parish church is that of St. Woolos, and until about 1836 it was the only one in Newport. It is an ancient structure, standing on the summit of Stow Hill, from the tower of which a splendid prospect may be obtained. The church contains several features of architectural beauty. The tower is said to have been erected by Henry III., and formerly contained a statue of that monarch. It possesses a fine peal of six bells. The church was externally repaired in 1855. Its register dates from 1702. Newport is reached by G.W.R.

PONTYPRIDD.

Pontypridd, on the Taff Vale line, thirteen miles from Cardiff, is famous for its bridge and for its connection with Druidic mysteries. The scenery of the locality is fine, but is, of course, disfigured by the numerous works. The old bridge at Pontypridd is one of the most remarkable in the country, and its fame has spread far beyond the bounds of the British Isles. It was the work of a self-taught native mason and architect, named William Edwards, who became one of the most famous bridge builders of the last century. He failed twice at Pontypridd—first, in 1746, when he built a bridge of three arches, which was swept away by a flood; and, secondly, in 1751, when he constructed an arch with two thin a crown. Not to be daunted, Edwards set again to work, and the third attempt succeeded perfectly. By introducing three circular openings in each of the abutments, the weight was reduced, and the keystones relieved. The span of the bridge is 140 feet, forming the section of a circle 175 feet in diameter, the height from the water being 34 feet, and the width of the roadway eleven feet. The bridge was built in 1756, and is, therefore, the best part of a century and a half old, and likely to stand for many a winter to come. Underneath it is a remarkable echo. Near Pontypridd are some interesting waterfalls. Here, also, is the metropolis of British Druidism, the sacred spot being marked by a logan or rocking-stone. Here, many years ago, the late Myfyr Morganwg constructed

a model of a temple, and every year at each solstice and equinox performed the rites of the ancient Druids "in the face of the sun and in the eye of light." It was near Pontypridd that the eccentric, but talented, Dr. Price performed an experiment in cremation which created intense excitement at the time.



CASTELL COCH.

Castell Coch, or the Red Castle, is picturesquely situated on a wooded eminence a few miles to the north of Cardiff and in the midst of a romantic region. It has been restored by Lord Bute from its former ruinous condition, and converted once more into a residence. Little is known of the history of the castle, but the situation leads the visitor to suppose that it must have been practically impregnable. Like Cardiff Castle, its noble owner has restored Castell Coch after a mediæval model, the present building embracing all that is known or conjectured of the old castle, thus filling the mind with gratification at its stately and magnificent appearance. Mr. G. T. Clark has written in his usual accurate

style of the history and archæology of Castell Coch. From the top of the hill where the castle is seated there is a splendid view, embracing Cardiff, Llandaff, and Penarth, the Steep and Flat Holms, and Garth Mountain within nodding distance. Castell Coch is famous as well for its castle as for its vineyards, planted by Lord Bute, and which for successful open air growth have no rivals in the country. Castell Coch is reached from the Walnut Tree Station of the Taff Vale Railway.

TAFF'S WELL.

Taff's Well, on the Taff Vale Railway, is a tiny spa, which unlike its northern rival of St. Winifrede has no halo of sanctity to recommend it. This well, however, is much esteemed locally for its medicinal properties: the water is tepid, and its effects on rheumatism are very marked. The well is reached from Walnut Tree Station on the Taff Vale Railway.

THE VALE OF NEATH.

The Vale of Neath is justly famed for its picturesque character, more especially in the neighbourhood of Pont-Nedd-Vychan. Here are the waterfalls of the Neath and Perddyn, of the Hepste and Mellte, and the caves of Porth yr Ogof and Pwll y Rhyd. All these are well worth inspection, and are only the chief amongst a perfect wilderness of natural beauties. The Falls are reached by train from the Rhymney Railway to Glyn-Neath or Hirwain, and thence walk or drive; the former is best.

NEATH AND ITS ABBEY.

Neath is the most important town on the Great Western line between Cardiff and Swansea, and is probably the Nidum of the ancient Romans. The situation of the place is beautiful though marred—like so much of Glamorgan-shire—by collieries and works. Here are a castle and abbey. The former is a mere ruin, and there is, of course, the usual story of a subterraneous passage. The remains of Neath



GLYN-NEATH WATERFALL.

Abbey are a little distance to the west of the town. It was once a great Cistercian centre, and was founded in the twelfth century. Leland calls it the "fairest abbey in all Wales," and a writer of the period is eloquent in its praise. "Like the sky of the Vale of Ebron (says he) is the covering of this monastery; weighty is the lead that roofs this abode—the dark blue canopy of the dwellings of the godly. Every colour is seen in the crystal windows; every fair and high-wrought form beams forth through them like the rays of the sun-portals of radiant guardians! . . . Here are seen the graceful robes of prelates—gold and jewels, the tribute of the wealthy—the gold adorned chair, the nave, the gilded tabernacle work, the pinnacles—on the glass, imperial arms; a ceiling resplendent with kingly bearings, and on the surrounding borders the shields of princes, the arms of Neath of a hundred ages; the arms of the best men under the crown of Harry. The vast and lofty roof is like the sparkling heavens on high; above are seen archangels' forms; the floor beneath is for the people of the earth, all the tribe of Babel—for them it is wrought of variegated stone. The bells, the benedictions, and the peaceful songs of praise, proclaim the peaceful thanksgivings of the white monks."

ST. FAGAN'S.

After leaving Cardiff on the down journey, the Great Western Railway passes through Ely, now a suburb of Cardiff and possessing large paper mills. The next station is at St. Fagan's, a quiet village in a lovely country, where also is the seat of Lord Windsor. Here was fought a sanguinary engagement between the Royalists and the Roundheads, resulting in the decisive defeat of the former. It is recorded that "during the next harvest, so great was the scarcity of labourers, that the corn was reaped and the hay mown by the women." The walk from Ely to St. Fagan's through the woods in summer time is charming.

COWBRIDGE.

This ancient borough was once a place of considerable repute: it is an old fashioned place that needs be seen to be appreciated. The well-known grammar school was founded in the reign of Charles II. by Sir Leoline Jenkins. In this neighbourhood, between it and Cardiff, are a number of mansions, some of them of great interest. Near Cowbridge, on the coast, is Aberthaw, famous for its excellent lime, close to which is Fonmon Castle, an old Norman residence still inhabited, and of considerable local historical importance. Cowbridge is reached by Taff Vale or G.W.R.

MARGAM ABBEY.

Margam, near Port Talbot, has been for many years the seat of the Talbot family. The park is some five miles in circumference, and is beautifully wooded and stocked with deer. The abbey was built in the twelfth century, and was famous in after days for the charity dispensed by the monks. The beautiful chapter-house still remains. At Margam is a famous orangery, stocked originally from a Spanish vessel that was wrecked on the coast. Mention must also be made of the ancient sculptured crosses. Behind Margam the ground rises precipitously, and on one of the hills is a

tall stack, conveying away the fumes from the adjacent copper works. Port Talbot is a rising harbour, and Aberavon, close by, is well known for its numerous works.

LAVERNOCK AND SULLY.

Lavernock stands on a promontory some little distance west of Penarth, and is principally noteworthy for the fine view it affords of the Bristol Channel and the various objects of interest on the Welsh and English coasts. From the cliffs Weston and its sands, a dozen miles off, are plainly visible, and the Steep and Flat Holms form striking objects in the middle distance. At Lavernock the Glamorgan Volunteers occasionally hold their summer camp. Here are forts in charge of a detachment of artillery. Equally pretty, and worth a visit, is the neighbouring hamlet of Sully, with its lonely island and its varied glimpses of land and seascape. Reached by T.V. or G.W.R.

CADOXTON AND DINAS POWIS.

Dinas Powis is a charming village between Penarth and Barry, which contains many pretty residences, the homes of people who prefer living in rural retirement and, at the same time, within easy reach of Cardiff. The castle of Dinas Powis is of great antiquity. Near by is Cadoxton, a flourishing little place, to all intents and purposes a suburb of Barry. Both Dinas Powis and Cadoxton are within short rail distance of Cardiff. Reached by T.V. or G.W.R.

RUMNEY.

Rumney is a small place a short distance out of Cardiff—the first English village as you journey eastward along the Newport-road, being divided from Wales by a streamlet. This circumstance and the existence of the Welsh Sunday Closing Act give Rumney an evil reputation on the “day of rest,” and have brought it into a notoriety it would not have otherwise enjoyed.

MONMOUTH.

Monmouth, the capital of the county of the same name, is romantically situated in the midst of a region described by Gray as "the delight of the eyes and seat of pleasure." It is a place of great antiquity, and was the birth-place of Henry V., in 1387. The castle, once of great strength, is now a mere ruin. Monmouth is on the G.W.R.

CAERLEON.

This small village, which lies between Newport and Usk, is interesting as having been an important centre under the Roman dispensation, and capital of the province of *Britannia Secunda*. Roman remains have been discovered in some quantities in the neighbourhood as in other parts of Monmouthshire. They include at Caerleon an amphitheatre and the probable site of the temple of Diana. There is here an interesting museum of antiquities. Caerleon is on the G.W.R.

CRUMLIN.

Crumlin, which lies between Cardiff and Pontypool, a few miles from the latter, deserves mention for its fine railway bridge, which quite takes rank as one of the engineering wonders of the west. The bridge is of iron, and the lattice-work design gives an effect of a peculiarly light and graceful character. The bridge is in all 1,700 feet long and 200 feet high, and its construction cost over £60,000. The scenery in the whole neighbourhood of Crumlin, and indeed in that part of Monmouthshire in general, is very romantic. Crumlin may be reached by Rhymney or G.W.R.

RAGLAN CASTLE.

Raglan, between Monmouth and Abergavenny, has a celebrated castle, said to be "the most perfect decorated stronghold of which this country can boast—a romance in stone and lime—"

"A famous castle fine,
That Raglan hight, stands noted almost round;
Made of freestone, upright as straight as line,
Whose workmanship in beauty doth abound,
The curious knots, wrought all with edged toole,
The stately tower, that looks o'er pond and poo'e;
The fountain trim that runs both day and night,
Doth yield in shewe a rare and noble sight."

No portion of the present edifice can be stated to be anterior to the time of Henry V., though there was a castle here previously. Raglan is famous for its connection with the noble efforts made by its owner, the Marquess of Worcester, in the cause of King Charles I: it was at Raglan that the unhappy king sought shelter after Naseby. The loyal marquess was father of the author of the celebrated "Century Inventions" and discoverer of the steam engine. Raglan was the last castle in the realm to defy the power of Cromwell, and after a long and stubborn siege the garrison capitulated on honourable terms—afterwards shamefully broken. The ruins of Raglan Castle are now carefully preserved by the lord of the manor, the Duke of Beaufort. Raglan is on the G.W.R.

EWENNY PRIORY.

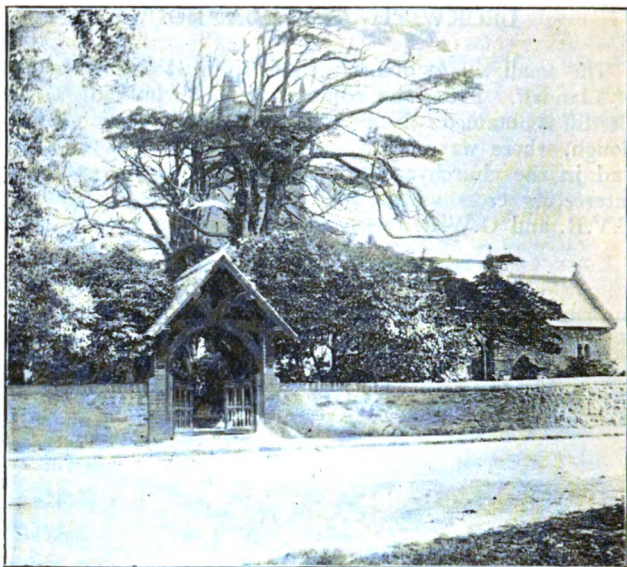
Eweny was a fine old priory in the neighbourhood of Bridgend. The aisles and north transept have disappeared in the general ruin, but the nave of the priory church is still used for worship. As an example of the pure early Norman style the gateway and central tower are worth study. The priory was founded by William de Londres. Rail per G.W.R. to Bridgend.

LECKWITH AND LLANDOUGH.

The small village of Leckwith is situated two miles west of Llandaff. From the adjacent hill an excellent view of Cardiff is obtained. Near by is the ancient village of Llandoough, where was once a monastery of much importance; and in the churchyard are the remains of an extremely interesting cross with carved Celtic ornament. Rail per T.V.R. and G.W.R. to Cogan.

**LLANISHEN.****LLANISHEN AND CEFN MABLY.**

Llanishen is a pleasantly situated village four miles north of Cardiff, where many of the latter's citizens reside. Some distance northward is the noble and deeply interesting old mansion of Cefn Mably, the ancient seat of the Kemes family. Sir Nicholas Kemes raised forces for King Charles, and after the battle of St. Fagan's withdrew to Chepstow,



LYCH GATE—LLANISHEN CHURCH.

where he was defeated and put to death. The mansion contains many historical relics of priceless value. The present owner is Col. Halswell Kemeys-Tynte. Rail per Rhymney line.

LLANTRISSANT.

Llantrissant, eleven miles from Cardiff, is finely situated, and has an ancient church dedicated to three Welsh saints (hence the name). The castle is now an insignificant ruin. Llantrissant with Cowbridge and Cardiff form the curiously unequal Parliamentary district returning but one member! Llantrissant is on the G.W.R.

BRIDGEND.

Bridgend, on the Great Western, twenty miles from Cardiff, has a population of some 5,000. There are some

interesting ruins, &c., in the neighbourhood, which is also of a picturesque character. At Bridgend is the Glamorgan County Lunatic Asylum, erected in the Gothic style at a cost of £100,000. There is an additional building a mile away, erected at a cost of over 60,000. Bridgend is on the G.W.R.

COITY CASTLE.

Coity Castle, near Bridgend, is a large ruin, and dates from the 13th century. Its subterraneous passage, said to run for a great distance, has been traced beneath the round tower. The castle is said to have been won by a Norman knight, not by the sword, but by love. Instead of besieging the castle, he wooed the daughter of the Cymric owner, and won both. The church is large and of some interest.

PORTHCAWL.

Porthcawl is very picturesquely situated on the coast some 30 miles west of Cardiff, and is a favourite health resort. It has excellent sands, golf links, bathing, and a pure and abundant water supply. There is also a dock, where considerable trade is done. At Porthcawl is the Rest, an institution described elsewhere. A short distance away is the village of Newton Nottage, where Anne Boleyn once resided. Porthcawl is reached per G.W.R.

LLANTWIT MAJOR.

Llantwit Major should on no account be passed by by any reader interested in antiquities. Here, in ancient times—in the sixteenth century—St. Illtyd founded a college of divinity, which flourished for hundreds of years. Black calls Llantwit “the Iona of South Wales.” In the churchyard are some of the most venerable of British monuments, early Christian inscribed and ornamental stones, besides various evidences of Roman occupation.

THE RHONDDA VALLEYS.

The Rhondda Valleys, famous in mineral annals, and still with many traces of natural beauty in spite of the numerous and important collieries, lie to the north of Cardiff, and include such populous centres as Ystradfydwg, Llwynypia, Penygraig, Pentre, Tonypandy, and Treherbert. Mention need only be made here of Merthyr, Aberdare, and other important centres of north Glamorgan, which do not come within the compass of our guide. Rail per Taff Vale line.

ST. DONAT'S AND DUNRAVEN.

St. Donat's Castle is romantically situated, overlooking the Channel. It is in its older parts Early Norman, and has been described as "unquestionably one of the most perfect of the ancient baronial halls of Wales." The Stradlings, an old Norman family, lived here for six hundred years. Through the changes of all the centuries, the castle has never been uninhabited. The "hanging gardens" are of great interest, as is also the church, with its ancient Stradling monuments. A watch tower near by occupies a commanding situation, and was formerly used for wrecking purposes. A little further on is Nash Point and its lighthouses. Dunraven Castle, to the westward, is the seat of the earl of that name. At Dunraven Caractacus is said to have lived and other of the ancient British chieftains. The romantic story of the wreckers of Dunraven is too long to be more than mentioned here. Southerndown, with its caves, is in the neighbourhood, and a quiet little watering-place. The coast all along here is magnificently rugged, and the cliffs sometimes over 300 feet high. St. Donat's may be reached per G.W.R.

Channel Trips.

During the season trips run daily from Cardiff to various points in the Channel, and at somewhat less frequent intervals to others. The places of interest include Chepstow and Tintern, Newport, Mumbles, and sometimes Tenby, on the Welsh and Monmouthshire coast; and on the English coast, Bristol, Clifton, Clevedon, Weston, Burnham, Bridgewater, Minehead, Lynmouth, Ilfracombe, Clovelly, and, at rare intervals, the Scilly Isles. The English resorts mentioned above are described briefly below.

CHEPSTOW AND THE WYNDCLIFF.

Trippers to the ancient town of Chepstow leave the Severn a few miles after passing over the site of the former ferry and of its successor, the famous Tunnel, and the steamer turns into the narrow mouth of the Wye, noted as one of the most picturesque rivers of the west. A short steam amid the beauties of an admittedly and charming region, and we arrive at the unpretentious and charming region, Chepstow on our left and in front the somewhat imposing tubular suspension bridge of the Great Western Railway. This bridge is 600 feet long, and cost some £65,000. The walls of the ancient town are in fair preservation. The castle is finely situated. It stands on the site of a Norman fortress, built immediately after the Conquest, and is itself some 600 years old. The unhappy Edward II. was once a refugee at Chepstow, and the castle afterwards saw some stirring scenes in the Parliamentary wars. Jeremy Taylor was in late years confined for some time at Chepstow on a charge of conspiracy. In the ancient church of St. Mary is buried Henry Marten, the regicide, who was imprisoned in the castle till his death in 1680. Near Chepstow is the famous Wyndcliff, nearly 1,000 feet high, and a place much favoured by the tourist. Symond's Yat, another pleasant resort, is also within easy reach. Of the Wyndcliff a well-

known writer remarks, "Cowper might have written 'God made the country, man made the town,' from the top of this crag. The eye ranges over portions of nine counties, yet there seems to be no confusion in the prospect: the proportions of the landscape, which unfolds itself in regular yet not in monotonous succession, are perfect; there is nothing to offend the most exact critic in 'picturesque' scenery. The 'German Prince' who published a tour in England in 1826, and who has written the best description of the extraordinary view which the Wyndcliff commands—a view superior to that from Ehrenbreitstein on the Rhine—well remarks that 'a vast group of views of distinct and opposite character here seem to blend and unite in one.' 'As I stood on the brow of this precipice,' observes an elegant writer (Archdeacon Coxe), 'I looked down on the fertile peninsula of Llancaut, surrounded with rocks and forests, contemplated the hanging woods, rich lawns, and romantic cliffs of Piercefield, the castle and town of Chepstow, and traced the Wye, sweeping in the true outline of beauty from the Bannagor crags to its junction with the Severn, which spreads into an estuary, and is lost in the distant ocean. I traced with pleasing satisfaction the luxuriant valleys and romantic hills of the interesting county (Monmouthshire) in which I stood, but I dwelt with peculiar admiration on the majestic rampart which forms its boundary to the west, and extends in one grand and unbroken outline from the banks of the Severn to the Black Mountains,

'Where the broken landscape, by degrees
Ascending, roughens into rigid hills,
O'er which the Cambrian mountains like far clouds
That skirt the blue horizon, dusky rise.'

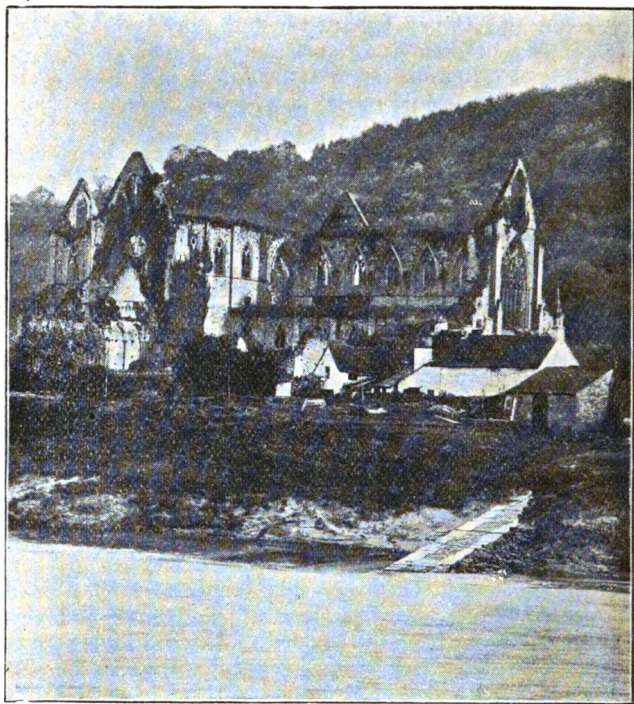
"Let us attempt to fill up some of the gaps in this eloquent outline. On the south of the Channel beyond the Holms, which seem to float gracefully on the deep, Devonshire looms in the far west, faced by the stern coast of Glamorgan, which, apparently, commences at Penarth Point, near Cardiff. Nearer at hand, on the south side, is the vast upland region of Exmoor. The Quantock Hills—the Mendips—Dundry Tower—the country about Bath—the Wiltshire Downs—are seen in succession. The wooded promontory of Portishead keeps watch and ward at the portal of the Channel right before you. Bluff Aust Hill rises dog-

gedly on the eastern bank of the Severn. Thornbury Church Tower—Berkeley Castle, shaded by Stinchcombe Hill—stand in the midst of a region of oaks and elms and green pastures. The smiling vales of Gloucester and Evesham follow in succession—bordered by the Cotswolds, which melt in the distance as the eye wanders to the pale north. We descend in a mood to read sermons in stones and good in everything.’”

TINTERN ABBEY.

Tintern Abbey, 33 miles from Cardiff, may be reached either by rail (G.W.R.) or by steamer to Chepstow in the season. It is needless to say that the abbey and its charming surroundings will well re-pay a visit, and ought on no account to be missed by the reader. Tintern was founded as a Benedictine Priory in the twelfth and thirteenth century, and has passed its prime long before the dissolution of the monasteries. The history of the abbey is obscure, but in its decay it is one of the most beautiful objects in a country abounding in picturesque ruins. “How different from the severe Llanthony in its mountain cradle is the sister institution in the same county! While everything there is rugged, bold, secluded, wild, and tempestuous, here we have softness, sunshine, repose, and richness. The graceful Wye, filled up to its banks and brimming over with the tide from the Severn sea, glides tranquilly past the orchards and fat glebe of ‘Holye Tynterne.’ On every side stands an amphitheatre of rocks, nodding with hazel and ash and birch and yew, and thrusting out from the tangled underwood high pointed crags, as it were, for ages the silent witnesses of that ancient Abbaye and its fortunes; but removed at just such a distance as to leave a fair plain in the bend of the river for one of the most rare and magnificent structures in the whole reign of ecclesiastical architecture. As you descend the road from Chepstow the building suddenly bursts upon you, like a gigantic stone skeleton; its huge gables standing out against the sky with a mournful air of dilapidation—as though they were waiting for some friendly hand to take pity on their lonesomeness and to consummate their ruin by dashing them down into the gloom beneath. There is a

stain upon the walls which bespeaks a weather-beaten antiquity; and the ivy comes creeping out of the bare, sightless windows; the wild flowers and mosses cluster upon the mullions and dripstones, as it were, seeking to fill up the unglazed void with Nature's own colours.



TINTERN ABBEY.

"The door is opened—how beautiful the long and pillared nave—what a sweep of graceful arches—how noble the proportions, the breadth, the length, and the height. How massive are the central arches, clustered, bound, and tied together with knots of stonework, as though to support something most exquisite—the once glorious and stately Lan-

thorn Tower ; and then with what stately eloquence does the eastern window close the perspective—one slender, and that the principal, shaft alone left, where formerly there were eight ; but now that tall shaft, 70 feet in height, runs up like a dilapidated rose, and seems to fall like a thread upon the woods and lichen stained rocks. As you walk up the nave on the smooth velvet turf, which Nature laid down in place of the encaustic tile when she took charge of the hallowed spot, after man's greedy sacrilege had desecrated it, your eye meets with relics and broken fragments dug out of the ruins at several times and reverently placed at the foot of the columns. Here is a truncated Virgin and child. Here is a beautiful fragment of the screen—another of the wood-loft—a keystone tumbled from the roof, elaborately worked—a crozier handsomely chiselled upon a broken slab—an exquisite morsel of fretwork—a delicate specimen of tracery. Few tombs remain—no complete tombs, only memorials of the dead—some nearly perfect, others mutilated, principally of ecclesiastics. We have the names but of three abbots. As you return from the east you must admire the great western window, which is almost perfect. It has been objected that the breadth is too great for the height—this may be true, if spoken of the window as a detached portion, but it is not true when considered with respect to the doors below, the smaller windows above, and the general harmony of the whole building. Thoroughly to appreciate Tintern, you must see it at all seasons and in all weathers, and at all hours of the day ; but be not absent in the September and October full moons, for then the moon's disk, crossing the east window just below the rose, floods the church with a light which no painter can transpose upon canvas, but which a devotional frame of mind appropriates to itself the true medium for associating the works of the past with the shadowy and fancied forms of those who raised them. The cloisters, the sacristy, the crypt, the chapter house, the dormitory, and especially the refectory, with its lectern in the wall, for the convenience of the 'reader' during the meals, are well worth inspection."—(Cliffe.) The abbey is now the property of the Duke of Beaufort, to whose ancestors it was granted after the dissolution.

CLIFTON AND THE AVON.

A favourite cruise from Cardiff is up the Severn and the Avon to Clifton. Embarked at the pier, the passenger, as his boat steams out, passes through the innumerable swarm of boats, big and little, and of all nationalities, that throng the entrance to Cardiff. Then, as he gains open water, he will have on his left the Dowlais Works, on the right the lowering cliffs of Penarth Head, in front the Steep and Flat Holms, with Somersetshire in the distance. As our vessel sweeps eastward up the Channel, we pass the lightship that marks what are called the Welsh and English grounds, and then note on our right successively the pretty little watering-places of Clevedon and Portishead, the latter protected by its battery and having the training ship *Formidable* moored close at hand. In front of us is Denny Island. As we steam into the Avon, we note, on the left, Avonmouth, with its railway and docks, and settle ourselves down to the pleasures of the most delightful river trip in the district covered by our guide. A short distance up the river on the right is the quaint little harbour of Pill, with its fleet of pilot boats. On the other side the river is Shirehampton, and the river makes a fine sweep, which, though most effective from the standpoint of the tourist, furnishes a ticklish piece of navigation. Sea Mills is now passed, with its railway station, and on the lofty cliffs to the left we notice Cook's Folly, an ancient tower occupying a commanding site, and with a romantic legend attached to it. To the right are the extensive Leigh Woods. Further up the gorge of the Avon becomes gloriously wild in character, and the first glimpse is caught of the Suspension Bridge, which, spanning the river at a height of 300 feet, has a fairy-like appearance that is infinitely pleasing. Passing under the bridge we land at Clifton, whilst our steamer passes up to Bristol. It is needless to describe Clifton, famous as it is, with its lovely Downs, easily accessible from the steamer, and its numberless and beautiful walks. A word, however, may be said of the Suspension Bridge, which was opened in 1864, after many difficulties, having cost the sum of £100,000. The Avon has many romantic associations. In olden times, when Bristol was the chief port of the realm, what heavily-laden argosies passed between these rocky banks, and what stout navigators set sail. It was from

Bristol that Cabot set forth to the discovery of North America; it was by a Bristol privateer that the real Robinson Crusoe was rescued from Juan Fernandez; it was to Bristol that the old "Arethusa" belonged, famed in the sea-songs of Dibdin; it was from Bristol that the "Great Western" started for the States, establishing between them and us the first regular steam communication.

CLEVEDON.

Clevedon, seventeen miles from Cardiff, is a beautifully situated little watering-place, famous as the last home of Tennyson's friend, Arthur Hallam, to whom he wrote his "In Memoriam." The epitaph in Clevedon Church records what the late Laureate has described in these tender and immortal lines:—

"The Danube to the Severn gave
The darken'd heart that beat no more;
They laid him by the pleasant shore
And in the hearing of the wave.
There twice a day the Severn fills;
The salt sea water passes by,
And hushes half the babbling Wye,
And makes a silence in the hills."

Clevedon has a population of about 6,000. Its pier was opened in 1869, and cost £12,000. In the neighbourhood are many interesting walks.

WESTON-SUPER-MARE.

Weston is distant from Cardiff eleven miles, and is the best known and most frequented by Cardiffians of all the cross Channel places. The approach to the pier is striking, and the pier itself is an interesting structure: it was built in 1867, at a cost of £20,000. A destructive fire occurred on it some years ago. Weston has a population of 16,000 or more, and some of the streets and buildings are very well designed. The sands are also good, and the bathing safe. The esplanade is at all times a fashionable resort. The "hinterland" abounds in excellent walks and drives, and Bristol is conveniently near both by rail and water.

THE STEEP AND FLAT HOLMS.

The Steep and Flat Holms are conspicuous objects in the Channel, and a few words about each will not be without interest. The Steep Holm is a stern rock some 400 feet high, and about $1\frac{1}{2}$ miles in circumference. The island is accessible only at two points, and they are not easy. Here Githa, mother of King Harold, sought refuge after the Battle of Hastings, and Gildas, the historian, retired to write his history till compelled by the pirates to seek shelter elsewhere. A small priory once stood on the site of the present fort. The Flat Holm, like its more wild and rugged neighbour, is also fortified, and is the site of the Cardiff cholera hospital and crematorium. It is surmounted by a lighthouse, with a powerful occulting light. Between the island and Lavernock is a dangerous reef known as the Wolves.

MUMBLES AND GOWER.

So far as Wales is concerned we make these the most westerly of the points that may be conveniently reached by pleasure steamer from Cardiff, though there are occasions when the boat crosses Carmarthen Bay and steams as far as Tenby. Mumbles is an interesting contrast to Penarth; the former relying on its natural beauties, and until lately not much altered by the hand of man, though dynamite is now employed to train the wild cliffs into shape and to fashion ways where none ever were before. The pretty village itself nestles in a species of bay flanked on the west by a bold promontory terminating in two rocky islands, and known as Mumbles Head. This curious name is derived either from the moaning, mumbling sound of the waves at this exposed station, or, peradventure, from "mammals"—a possible reference to the breast-like appearance of the islets forming the headland. On the outer islet is a lighthouse, 300 feet above the sea, the successor of one erected over one hundred years ago. Here is also a telegraph station and battery, whilst in the rock itself is a cave, and some distance away the Mixon Sands, with a bell buoy, which warns mariners of the presence of the treacherous shoal. Above the Mumbles is Oystermouth Castle, occupy-

ing a commanding position and of picturesque aspect. In Oystermouth churchyard is buried Thomas Bowdler, who performed the hazardous task of expurgating ("bowdlerising") Shakspeare and other of the classics. The romantic peninsula of Gower literally teems with the most varied scenery, and may be justly described as one of the glories of Glamorganshire. Langland Bay, Caswell Bay, Bishopston Valley, Worm's Head, Arthur's Stone, and the castle of Oxwich and Penrice may be mentioned amongst the "lions" of this fine region. Within easy reach of Mumbles is Cardiff's great sister borough, Swansea, the metallurgical capital, and Llanelly, the tinplate metropolis. The bay on which Swansea is seated has been often likened to the Bay of Naples, whilst up the Landore Valley influences as dark as those of Vesuvius, or Erebus itself, are abundantly manifest in the vast and numerous works, the multitude of grimy stacks, and the huge smoke clouds that perpetually covers the locality. Between Landore and Llanelly lies the little town of Loughor, which, with Swansea itself, once formed part of the Parliamentary district of Cardiff.



LYNMOUTH,

LYNTON AND LYNMOUTH.

Lynton and Lynmouth are prominent amongst the resorts of romantic Devonshire, and great favourites with the people of Cardiff, from which town they are distant some 36 miles. The landing arrangements are somewhat primitive. Until of late years Lynmouth was little known. The little port is connected with Lynton immediately above it by a steep road and by a cliff railway, the latter being much favoured by those to whom the other ascent may be difficult. The principal sights of the locality are Glenlyn, Watersmeet, and the Valley of Rocks, the scenery of the latter being wild and imposing.

ILFRACOMBE.

Ilfracombe, 50 miles from Cardiff, is a gay and fashionable watering-place, of some 8,000 inhabitants. The coast scenery here is magnificent, and the whole neighbourhood romantic, whilst the temperature throughout the year is equable and the climate pleasant, rendering Ilfracombe an ideal watering-place for invalids.

LUNDY ISLAND.

Lundy Island, in the Bristol Channel, rises precipitously from the sea to a height of several hundred feet. It has an area of some 2,000 acres. The lighthouse is a powerful one, and the light visible 30 miles away.

CLOVELLY.

This charming and romantic village is well worth a visit, and, with a strong recommendation of its beauties, we close our brief guide to the principal English resorts of the Bristol Channel.

. It is fifteen years since the first edition of the "Illustrated Guide to Cardiff" was published, during which period the town has doubled in size and much increased its already great commercial prosperity. We have endeavoured to render the Guide as useful as possible to visitors, not merely as far as concerns the town, but the very interesting district of which it is the centre.

To Mr. John Ballinger, amongst others, our acknowledgments are due, as well as to the Bute (now Cardiff Railway) and Barry Docks Companies for kind permission to reproduce photographs of the Cardiff and Barry docks.

Advertisements.

TENTS! MARQUEES! FLAGS!

FRED. MORCAN & COMPY

**Tent, Flag & Rick Sheet Makers,
MARQUEES,**

Tents, Flags, Banners AND Tarpaulins

OF ALL SIZES LET ON HIRE TO ALL PARTS.

TENTS and FLAGS of every description in
Stock or Made to Order.

SHOP WINDOW BLINDS of every Description.

Sole Makers of Morgan's Patent Improved

Self-Acting Spring Roller Blinds.

CART AND VAN TILT, HORSE AND LOIN CLOTHS,
Corn & Chaff Sacks, Tarred Nose Bags, Coal & Coke Sacks.

**Saddlers and Harness Makers, Saddlers'
Ironmongers, etc.,**

MILL LANE, CARDIFF.

Telegraphic Address :—"TARPAULINS," Cardiff.

Advertisements.

THE GREATEST BOON EVER OFFERED TO THE PUBLIC.

PHIL PHILLIPS' TOOTHACHE CURE

(REGISTERED).

Has been tested by the Public free of charge for One Week. Nearly Three Hundred cases treated, and Immediate Relief given in each case.

**This Cure is now offered to the Public at the
Low Charge of
1s. PER BOTTLE. PER POST 1s. 2d.
SEND POSTAL ORDER.**

This TOOTHACHE CURE is quite harmless, may be used by Adults and Children with perfect safety, it does not Inflamm the Gum, but takes away any Inflammation caused by the Toothache.

**FOR HEADACHE AND NEURALGIA IT IS UNSURPASSED. GIVES INSTANT RELIEF.
NO HOME SHOULD BE WITHOUT IT.**

NOTE ADDRESS—

**MR. PHIL PHILLIPS,
24, ST. MARY STREET, CARDIFF.**

PHIL PHILLIPS' RHEUMATIC CURE.

**BELTS:
10s. 6d.**

Send Size of Waist.

**WRISTLETS: {
5s.**

Send Size of Wrist.

**SOCKS:
10s. 6d.**

Send Size of Boots.

Note Address:

PHIL PHILLIPS, 24, ST. MARY STREET, CARDIFF.

Advertisements.

PHOTO-ZINCO BLOCKS

FOR ILLUSTRATIONS.

 **To Printers and Publishers. It will pay you.**

If you desire **SPEED** and **GOOD WORK**, forward your subjects to us for **Reproduction**.



HALF-TONE BLOCKS produced from Photographs, Wash Drawings, Pencil Sketches, Coloured Prints or Pictures.

LINE BLOCKS produced from Pen-and-Ink Sketches, Tracings, Letterpress Impressions or Old Prints.

WESTERN MAIL, LIMITED,
St. Mary Street, CARDIFF,

And at 82, Fleet Street, LONDON, E.C.

Digitized by Google

HEAD-QUARTERS

FOR



They are easy to swallow, being very small, require no confinement indoors, strengthen the system, and have been tried by thousands, who pronounce them to be the

BEST MEDICINE IN THE WORLD.

What the Doctors Say—

"I have examined the Pills known as '*Kernick's Vegetable Pills*.' I certify their composition to be purely vegetable. I have also tried their effect, and consider them the best *Aperient Pills* for constipated habits I know of."

(Signed)

JOHN BALBIRNIE, M.A., M.D.

What a Chemist Says—

"I dispense and sell many thousands of Pills but I take only *Kernick's Vegetable Pills* when out of sorts, as they suit me best."

What the Gentlemen Say—

"If people only knew the value of your Pills, no one would be without them, as they have saved me many a pound since I have used them in my family."

What the Ladies say—

"I never take any medicine except '*Kernick's Vegetable Pills*,' and generally cut one in half for an ordinary dose. There are none better."

KERNICK'S VEGETABLE PILLS strengthen the system, brace the Nerves, purify the Blood, act on the Kidneys, and are universally declared to be the best medicine ever discovered. They are specially recommended to females of all ages.

Sold in 7½d., 1s. 1½d., and 2s. 9d., boxes,

With hints for preserving health, of all Chemists and Stores.

WORMS IN CHILDREN.

KERNICK'S VEGETABLE WORM LOZENGES are the safest and best cure for Worms in Children.

In Boxes, 7½d. & 13½d each with full directions. A perfect boon to Mothers.

Advertisements.

"A Day with Hounds

AND WHAT CAME OF IT."

A NOVEL BY "COVERTSIDE."

PRICE, 6/-.

PRICE, 6/-.

An eminent Critic writes:—"A most interesting Semi-historical Novel. The story is an excellent one; the plot is well worked out; and the interest is sustained bang up to the end. Briefly, I think 'A DAY WITH HOUNDS' will go. It is quite as good as 'RODNEY STONE' by Conan Doyle."

PUBLISHED BY

Western Mail, Ltd., Cardiff,

AND

82, FLEET STREET, LONDON, E.C.

Advertisements.

SIX SHILLINGS—IN ONE VOLUME.

Gilbert Vince—Curate

AND HIS STRUGGLE TO ATTAIN TO THE IDEAL.

A Novel largely founded on Fact.

By R. N. HALL.

Life is to wake, not sleep:

Rise and not rest; but press

From earth's level where blindly creep

Things perfected more or less

To the Heaven's height, far and steep.—ROBERT BROWNING.

CHAPTERS.—A Modern Berserker—The Curate—A Westphalian—The Passing of a Friend—Archibald Mac Queen—The Curate at Work—Sunday at St. Petrox—The Curate's Love—The Pilot Cutter "Foam"—Lawrence's Confession—The Strike and Anti-Tithe War—Self Denial—The Isle of Man—Fate and Telepathy—"Aufwiedersehen!"—"An Enemy hath done this"—"Wounded yet Fighteth Still"—The Curate's Gethsemane—Near Heaven's Sea-Gate—Lawrence Deserts—"Nulla Corona Sine Pulvere"—A Patmos-Dream—Christmas Bells—A High Festival—The End.

SCENE.—A South Wales Parish.

LONDON PUBLISHERS:—

Western Mail, Ltd.,

82, FLEET STREET, E.C.

Obtainable from all Booksellers and Railway Bookstalls.

